

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

[PRICE { WITH A SUP-
PLEMENT. } 6d.]

We have set to-day sixteen pitches in this part of the mine, varying from 21. 10s. to 91. per ton. In the north mine we have thought it proper to suspend all operations at the twenty-fathom level, excepting we have set the back to slope on the new copper lode, on a tribute, by four men, at 7s. out of 11. It is evident, in our opinion, that the twenty fathom level is too shallow for making much valuable discoveries for copper, and therefore thought it desirable to apply as much force as possible to drive the cross-cut, at the thirty fathom level, which we have this instant set to a party of six men, to cross-cut south of the engine-shaft, towards the said new copper lode. Finding that Trilasse's lode is cut in the thirty fathom level pit, we have not four men to drive east of east shaft on its course; its size at present is eight or ten inches wide, but poor, being near the cavan; in extending, however, eastward, it separates from that strata. We shall now derive the advantage of the money which has been expended on this part of the mine, in sinking the engine-shaft from the twenty to the thirty fathom level, &c., &c., but did not drive to cut the new lode.

UNITED HILLS MINING COMPANY.

Oct. 29.—In driving east, in the adit level, the lode is seven feet wide, without alteration. In the ten fathom level the lode is five feet wide, producing but little ore. In the twenty-seven fathom level the lode is not taken down. In the thirty-six fathom level, in driving east of Turton's shaft, the lode is two feet wide, with stones of ore. West of ditto the lode is three feet wide, improved for ore. In the forty fathom level, in driving east of eastern shaft, the lode is five feet wide, eighteen inches of which is ore of a fair quality. In either of the other ends we can do nothing for the water. In the fifty fathom level the lode in the ends east and west of William's shaft is improved for ore.

TINCROFT MINING COMPANY.

Oct. 23.—I am glad to say that the lode in the engine-shaft continues equally as good as has been reported for some time. We are now sinking the shaft, about fifteen feet long, for the width of the lode, which is now about ten feet wide. We shall (after having fixed the lift I have already made mention of) commence stopping the bottom of the 142, west from the shaft, where we have a good lode for tin. The lode in the 142 west continues its usual size, and is yielding very good work for tin, with some copper ore. There has no alteration taken place in either the 132, 120, east or west, since my last. The stopes in the back of the 110 are yielding excellent work for tin, with some grey copper ore, which is likely to continue as high as the 100 fathom level, for the size of the lode we have, will yield immense quantities of tin stuff. The 100, 90, and 81 ends are yielding good work for copper ore, with some tin, which, from the nature of the country about the lode, I think is likely to continue. The lode in the seventy-two end has very much improved within the last few days, more especially for copper ore. The fifty-eight end is also much more promising in appearance than for some time past. I hope to get twenty tons of black tin for the next ticketing at Redruth.

WEST WHEAL JEWEL MINING ASSOCIATION.

Oct. 28.—Buckingham's perpendicular shaft is now sinking below the forty-two fathom level. In the forty-two east, on the south branch, the lode is one foot wide, composed of spar, prill, and black ore; the horse has disappeared, and the end is worth 51. per fathom. In sinking the south adit shaft, below the thirty fathom level, the ground is rather harder. In the thirty fathom level west, on the south lode, the lode is twenty inches wide, spar, muddle, and black ore. We have put the men to rise in the back of the end, to communicate with the winze sinking below the twelve; lode two feet wide, spar and black ore. In sinking this winze we have sunk three fathoms through a good branch of ore, worth 141. per fathom, but the lode at present is not so productive. The deep adit, south of the south adit shaft, the ground continues favourable.

TRETOIL MINING COMPANY.

Oct. 28.—The lode in the twenty fathom level east is about thirteen inches wide, of about one ton of ore per fathom. The lode in the rise, in the back of this level, is two feet big, and very poor. The lode in the west end, at this level, is one foot wide, of spar and capel, with a little ore. The lode in the rise, at the back of this level, is six inches wide, and poor. The lode in the ten fathom level west is six inches wide, kindly, with a small quantity of ore, and in a kindly stratum of ground. The lode in the ten fathom level east is twelve inches wide, very poor, but in kindly ground. Russell's shaft is a little better than seven fathoms below the twenty fathom level; the ground is rather hard—the tribute pitches are just the same as last week.

P. CLYMO, Sen.

CORNUBIAN MINE.

Chicerton, Oct. 29.—Our summen are driving north and south, at the fifty fathom level, and we expect that we shall cut Chiverton lode in the course of a week. Our forty fathom level west is poor, and we are going to put the men to drive on that part of the lode that inclined to the south, mentioned in the report of the 8th inst. The thirty-two fathom level east, on south lode, is not quite so well as it was last report. We weighed last Saturday from the tributors about sixty-five tons, and sampled it to-day, and the day of sale is fixed for Saturday, November 9. We have now dressed for a new parcel 4 tons, undressed 3½ tons, and broken underground 6 tons. J. BORLASE.

ENGLISH MINING COMPANY.

Great St. George, Oct. 29.—The ground in sinking Bourdillon's shaft, at Wheal Prudence, is not so favourable, but the water does not increase. In the rise under, the ground is pretty moderate. At the sixty-two west the lode is about two feet wide, with spar, muddle, peach, capel, and a little ore. At the fifty-two west the lode is still large, with much muddle, capel, and a little ore. The winze is not yet holed. At the twenty-eight, east of Bourdillon's, the lode is from eighteen inches to two feet wide, with capel, spar, muddle, jack, and ore.

GREAT WHEAL CHARLOTTE MINING COMPANY.

Oct. 30.—The lode in the seventy-two fathom east is divided by a branch, and only part of the lode has been seen; the part driven on is from eight to ten inches wide, and a good branch of ore of that size about two feet high; the upper part of the level is not so good, but ore. The lode in the seventy-two west is about five feet wide, with a promising appearance, and at present yielding about three tons per fathom. The lode in the sixty-two fathom level west is about four feet wide, with a good branch of ore, about fifteen inches wide, yielding about three tons per fathom; the remainder part of the lode is poor. The lode in the fifty-two fathom level west is heaved by a cross-course, and the ground about it is in a very unsettled state. The lode in the forty-two fathom level, east from Midwinter's, is a foot and a half wide, producing good stones of ore, and the appearances look favourable. The lode in the forty-two fathom level west is very small and poor. The lode in the thirty-two fathom level west is heaved south by a slide, and from the settled state of the ground at present, we hope to cut it again shortly. The lode in the twenty-five fathom level west is producing good stones of ore, but, on the whole, the lode is small and poor. The general appearance of the tribute pitches are much as for some time past, with the exception of one in the back of the twenty-five fathom level, west from Midwinter's, which is looking much better; at present the lode is from one to two feet wide, producing three or four tons per fathom; we have seen it about three fathoms in length, and it still appears to be extending.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Gold produce from the 30th July to the 8th August (nine days), stamps, 11 lbs. 11 oz. 6 dwt. 12 grs.—17 lbs. 7 oz. 18 dwt. 12 grs.—Total, from July 1st to August 8th, 29 lbs. 11 oz. 6 dwt.

CANDONGA MINING COMPANY.

August 1.—Mina Mestre Shaft.—Forty-two Fathom Level.—Driven, in the early part of the month, two fathoms; since then the men have been employed cross-cutting the lode, which was found poor; they have also sunk through the parallel course, near the present end, and cut the lode, without finding gold; a pair of men have been engaged about five fathoms behind the forty-two fathom end sinking, as mentioned in the report of the 13th ult.; since then we have been employed extracting works for the stamps.

Davey's Winze.—Forty-two Fathom Level.—After sinking two fathoms in the beginning of this month, we discovered another channel of spar and flucon, on the upper part of which we commenced driving towards the men who were engaged in the next station, in the bottom of the same level, with the hopes of finding gold, but, up to the present time, none has been seen.

De Shaft.—Twenty-seven Fathom Level.—Driving on the Mina de Pedra branch, eight fathoms have been completed; for many months past I have seen no material alteration.

Deep Adit.—Nine fathoms have been driven during the month; after having accomplished the first six fathoms, we cut the jacotings, but finding it very hard to break through, we commenced driving by the side of it, and shall continue to do so, until we can meet with a cross-course, when, if favourable ground, we shall cut into it.

Cachoeira Level.—Ten fathoms three feet have been driven during the month, on the course of a large iron branch, but, up to the present time, we have found no gold.

August 3.—We again seem to be labouring under some difficulties, and it is no easy matter to determine our actual situation. Changes are almost instantaneous, so that it would not be prudent to venture a decided opinion; it is only by our daily proceedings that we are enabled to arrive at anything like a fair conclusion. This would seem, in a manner, to be reasoning from effects, but the lode has so repeatedly served us such tricks, that great caution is necessary in speaking positively. However, although we are not rich, still we are living in hopes; gold is still to be seen, and yesterday some good stones were brought from the mine. We are so busy by cross-courses that

it is next to useless to determine on driving or sinking in any particular direction. The ground in the deep adit turned out tolerably hard; bones of six palms were soon beaten down to 2s. a palm (nine inches), and we are giving very frequent employment to the neighbouring foundry. It is admitted that Brazilian iron is superior to English for hovers.

	lbs.	oz.	dwt.	grs.
Gold up to 2d July.....	146	3	11	10
To 2d August.....	13	1	1	19

A. F. GOODRIDGE, M.D. E. W. J. LOTT. F. W. HAGAN.

TALACRE COAL AND IRON COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I beg to hand you the following report from Messrs. Daniel and James Morris, highly respectable and well-known mine agents of Tipton, Staffordshire, to William Barton, Esq., of Liverpool, relative to the Talacre Coal and Iron Company. You will observe that those gentlemen did not visit the iron ore property connected with this concern, which accounts for their being silent upon it; also, that their opinion was unsought for by the company, and wholly unknown to any of its members.

I am, Sir, your obedient servant,

73, Gracechurch-street, Oct. 31.

W. WESTON.

Tipton, Sept. 15.—By your request we have been down the pits in the Tipton Collieries (at Talacre), in North Wales. The coal is of a good quality, and if sufficient pits are sunk and driven out in a workman-like manner, would be able to raise a great quantity to a good profit, if properly managed. The ironstone is of a good quality in the work which is now open, and will produce 6 cwt. per square yard; and if the ironstone measures run the same in the other parts of the property, with sufficient pits sunk and properly driven out, will be able to raise any quantity in reason to a good profit. The measurement of stone, if it is well cleaned out and properly stacked, every three feet long, three feet wide, and three feet high, will weigh 1 ton 5 cwt. long weight.

D. MORRIS, J. MORRIS, Mine Agents, Staffordshire.

WINGATE GRANGE COLLIERY.

Amongst the various new and important collieries opening, or recently opened, on the east or dip side of the Great Durham coal-field, the Wingate Grange Colliery, upon the estate of Lord Howden, near Castle Eden, undoubtedly stands first, whether regarded in a geological or commercial point of view. Geologically considered, it will be found, upon reference to the maps, that it is situated between four and five miles within the escarpment of the magnesian limestone formation, and considerably beyond the limits of the district, which, till within the last few years, was supposed to contain approachable seams of coal. The enterprising owners of this colliery have, however, completely falsified the above erroneous supposition. Having judiciously fixed the site of their two first shafts in a hollow or valley of the limestone, they sunk to the bottom of it at a depth of sixty-three fathoms below the surface, and found the formidable substratum of sand or sandstone (the *rothe lode* legend of the German geologists) which has offered such tremendous obstacles in the shape of quicksand and water, in sinking the shafts of some neighbouring collieries, so reduced in thickness, or so completely indurated, and containing so much less water than usual, as to occasion little trouble in their sinking operations; and they have recently reached a seam (or cluster of seams—one being of considerable thickness) at the unexpected and unusually short distance of nine fathoms below the limestone; the quality of the coal being excellent, and inducing them forthwith to commence working it extensively for sale. Both of the shafts have been sunk to this seam, but are of unequal depth—a dislocation of the strata having thrown the coal seven fathoms lower in the one than the other, but fortunately without producing any extra feeder of water. The identity of this seam with which has been discovered elsewhere is very questionable. Indeed, the very interesting questions of continuity of stratification, dip, thickness, and quality of the subjacent coal-strata have still to be solved. Meanwhile, however, the proprietors may well be congratulated upon their prospects, which it will be collected from the above facts, are sufficiently encouraging underground. Regarding them in a commercial point of view, this colliery is situated within eight miles by railway from Hartlepool (decidedly the best, or soon to become the best port upon the coast), and in that respect has a great advantage over other existing collieries in the neighbourhood. It is not probable that any new colliery will ever be won within several miles of Wingate Grange Colliery under similar natural advantages, and still more improbable that any can be better situated for transport of its produce to the place of shipment. That the proprietors of this colliery are preparing for an extensive sale, will be collected from the following particulars of their machinery:—Their two shafts are arranged for the employment of a pumping-engine of 200-horse, and three winding engines each of 80-horse power, and we understand, that it is proposed to erect a small additional engine for lowering and raising the workmen from the mine, in the pump shaft—a precaution to which we would gladly invite the attention of our mining friends in Cornwall, especially as the same engine may be employed during a large portion of the day in turning, sawing, or for any other purpose connected with the establishment. The pumping-engine is as yet perfectly idle—the feeders met with in the sinking, being complete, “stopped back” by metal tubing in one shaft of forty, and in the other of thirty-seven fathoms in length. We understand that 700 or 800 cottages are, or will soon be, in the course of erection for the pitmen. The capital required for the establishment of this colliery must be very large, but we have every hope that its spirited proprietors will be shortly certified that it has not been expended in vain.—*Durham Advertiser*.

THE LATE ACCIDENT AT ST. HILDA'S COLLIERY.

We copy the following particulars of the steps taken in the north, in consequence of the late melancholy catastrophe at St. Hilda's Colliery, from the *Tyne Pilot*. The humane exertions of the committee are deserving of the highest praise, and in the language of our contemporary we heartily wish them “God speed.”

We understand that this committee, by appointment of Mr. Buddie, visited Wallsend Colliery, on Monday week. They were received by him at his hospitable mansion, in a most friendly and handsome manner; when he placed at their disposal every facility that they could wish, and not only did this, but personally devoted the entire day to the furtherance of their object.

He accompanied them in their descent into the mine—the coal pit, which our readers will be aware is the one in which the late catastrophe occurred, being gas from the sure-charged magazines below—and there, by every means in his power, showed an interest in their proceedings. In his own clear, vivid manner, he explained the present improved state of ventilation, compared it to what it was formerly, showed that instead of an exhausted current of upwards of thirty miles in extent, a fresh and vigorous one of less than four, as in the pit, was now frequently applied. He demonstrated the great improvement, or rather the decided advantage and safety, of carrying the “foul return” by a “dumb” furnace, instead of through the open furnace, as was formerly invariably practised, thereby hourly endangering the explosion of the whole mine. And this, it is but justice to Mr. Buddie to say, has been brought about by his own great talent, for he is the inventor and father of this beneficial change.

He pointed out the effects which the introduction of the Davy Lamp had produced—its great advantage and utility—it not only enabling them to work a part that must have been forsaken, but also to secure distant and dangerous points, to examine them daily, and warning them of coming danger.

He stated to the committee that he considered they were pursuing the right course in making themselves practically and minutely acquainted with the present system of operations and their difficulties, which he considered infinitely better than idly theorising on the surface; that if in the pursuit of their object any difficult point arose which his own experience could solve, or any information that he possessed, which they might think useful, he would be glad to communicate, and he would be most happy at their success. But he conceived that some new principles which science might discover would be necessary to such a result. Not only, he said, his feelings, but his interests were mixed up with the question, and they would both be infinitely improved by the increased security of coal mines from these dreadful accidents.

He combined the communications of his extensive knowledge and experience with graphic delineations of a pit life—of individual character—hair-breadth escapes—cool and devoted gallantry—the rescue of men from perilous situations, in which not only himself, but his different officers, “his staff,” as he called them, had each distinguished himself—that rendered the day a most interesting one to the committee.

They tried the current of air, proved its velocity, and experimented with Davy's Canopy, and Upton's lamps, in which Mr. B. himself joined with great good feeling, apparently as unprejudiced and desirous as any of the members for correct and careful experiments.

We have heard that the committee will shortly visit Jarrold and the remaining collieries of the district, therefore it would be well that men of science and experience in every part of the kingdom interested in this important question of humanity, should, while the committee are endeavouring practically to elucidate it, make their suggestions, and communicate their plans at once to the committee at Shields. It is gratifying to behold the steady zeal with which they are pursuing their great and humane object, and we have no doubt whenever it is necessary to make every public official communication it will be done. In the meantime we can only wish them “God speed.”

Our readers would notice an advertisement in last week's *Pilot*, containing a resolution drawn up by the committee in North Shields for collecting subscriptions in aid of the sufferers by the explosion in the St. Hilda pit—which was to the effect, that they did not approve of the funds subscribed being given to relieve the ratepayers of South Shields; and that they (the North Shields committee) could not think of transmitting the sum they had collected to the South Shields committee, unless the parish extended its usual relief to the sufferers. The committee in South Shields considered this as a public censure of their proceedings, and a very general feeling of regret, amounting in some instances to indignation, at the framers of the resolution, was exhibited. On being informed of this, the North Shields committee expressed in a resolution, their regret that such a feeling should have been produced, and declared that it was by no means their intention to stigmatise the conduct or motives of the committee in South Shields. A deputation of the North

Shields committee waited on that of South Shields, with the view of attempting to induce them to endeavour to influence the Poor-law guardians not to withhold the usual relief given in cases of destitution, on the grounds that the sufferers are already supplied by the funds subscribed.

Of course this attempt will fall to the ground, as the application has been already made without effect, and the money will be transferred to the South Shields committee, to be disposed of according to their judgment. At first sight it seems very hard and unfair that parish relief should be withheld from those who are only rescued from starvation by the voluntary subscriptions of the humane. It would seem reasonable that the parochial authorities should extend their usual assistance, and that the funds subscribed should be given as additional relief.

But the Poor-law Act is precise and peremptory; persons possessed of sufficient to maintain them, from whatever source procured, are without the parish relief. Indeed, the very giving of out-door relief at all, is an infringement on the Act, and is only tolerated at present, though, doubtless, it will be established in a more amended form of the law. Now, the sufferers at South Shields receive an amount considerably above that which would be given them by the parish; and the guardians cannot, therefore, if they would, entertain their case. Many of them also—for instance the young widows—would never have received any parish relief at all. Some families are receiving ten and twelve shillings per week; and it is gratifying to know that such has been the liberality of the public, more particularly, as was to be expected, in South Shields, that there will be no danger of the funds being exhausted, even at this liberal scale of allowance, until the youngest of the orphans rendered destitute by this terrible event will be able to earn his livelihood. We have seen the plan on which the committee of South Shields distribute the funds, and we are bound to say, that the subscribers are much indebted to them for the discretion and industry they have displayed in the performance of their duty.

INTELLECTUAL RESOURCES OF LONDON.

There are in the metropolis no less than forty-one societies devoted to scientific, literary, and collateral pursuits, meeting periodically during the session, which, with the great majority, commences in November and terminates in June, and these distinct from the literary and scientific institutions, of which there is one in every considerable district. The Royal Society, the parent of the whole, founded in 1663, extends to every department of natural knowledge, but so numerous are the ramifications which have sprung from it that its attention is now restricted to the more abstract departments of each. For the study of antiquities there are two—the Society of Antiquaries, founded in 1717, for the study of the antiquities of this kingdom; and the Numismatic Society, a flourishing association, which, as its name imports, is confined to coins and medals. For natural history there are eight—the Linnean Society, alike for the objects of botanical and zoological investigation; in zoology two—the Zoological and Entomological Societies; and for horticulture and botany five, viz.—the Horticultural, Royal Botanic, Metropolitan, and Botanical Societies, and the Royal Society of Horticulture, four of which hold periodic public exhibitions. For astronomy there are two, viz.—the Royal Astronomical and the Uranian Societies; and for objects of particular or specific investigation there are the Mathematical, Meteorological, and Electrical Societies. The Society of Arts, which stands alone prominent for the encouragement of the useful arts, was founded in 1754, and objects formerly embraced specially by it are now comprehended in the more exclusive exertions of the Institutes of British Architects and Civil Engineers, and the Architectural Society. The Geographical and the Geological Societies are, as their names import, addressed to the study of the external characteristics and the structure of the earth. One body only, the Royal Society of Literature, is exclusively devoted to objects of literary research; the Royal Asiatic Society takes the wide and extensive range of the science, language, and literature of the eastern continent; and the Statistical Society, dealing with facts, embraces the details of all sciences where numbers are concerned. At the Royal, London, and United Service Institutions, the lectures and conversations are of a miscellaneous character, taking the wide range of literature and science. The English Agricultural Society, having also scientific objects, meets periodically in London; and the Camden Society may be added to the list, as, although it does not hold periodic meetings, it advances literature by the choiceness of its publications. Devoted to the reading of papers, and to practical discussions on medical subjects, there are eight, viz.—the Medico-Chirurgical, the London and the Westminster, Medical, the Physical, Hunterian, Harveyian, Phrenological, and Medico-Botanical Societies. There are also three societies devoted to conversation on the fine arts, viz.—the Graphic, the Amateurs, and the Artists' Societies. The total number of meetings occupied by these societies, distributed over the session of thirty-five weeks, is 625, making the average of eighteen each week, or three each evening. The number of members in the last session is estimated at about 17,000, but the names of many of these are enrolled in more societies than one. The total amount of the incomes or the sums raised last year for scientific objects was nearly 41,000l., and the funded properties possessed by these societies, estimated last June, was 81,500l. Only four, viz.—the Royal, Antiquarian, Geological, and Astronomical Societies, receive aid from Government in public accommodation; and one other only, the Geographical Society, is assisted by grants from the same source, in the furtherance of its objects. There are twelve mechanic, literary, and scientific institutions in the immediate circle of the metropolis, which average 4500 members, and an income of 7600l. Unaided, therefore, by Government, the total annual amount raised for the diffusion of literary and scientific knowledge in the metropolis may be estimated at little less than 50,000l., in addition to the interest derived from an invested property of about 80,000l.

PRIVATE AND JOINT-STOCK BANKS.—An account of the aggregate amount of notes circulated, in England and Wales, by private banks, and by joint-stock banks and their branches, distinguishing private from joint-stock banks, between the 29th June, and the 28th September, 1839.—From returns directed by 3 and 4 William IV., c. 83.

Private Banks	£6,917,657
Joint-Stock Banks	4,167,313

£11,084,970

H. L. WICKHAM.

Stamps and Taxes, October 28.

By the usual quarterly return from the Stamp-office, of the aggregate amount of notes circulated between the 29th of June and the 28th of September last, by the private and joint-stock banks and their branches, it appears that the issues of the private banks amounted only to 6,917,657l., being a reduction of 693,061l., as compared with the former return; and that the issues of the joint-stock banks were only 4,167,313l., being less than was shown at the prior return by 497,797l., thus making a reduction of 1,190,848l. in the circulation of the private and joint-stock banks throughout the kingdom during the last quarter. This is an evidence that all the banks in the manufacturing districts have, during the period from June the 29th to September the 28th, felt the necessity of limiting their discounts, and it is in some measure accounts for the great quantity of country bills which were occasionally sent to the London market during that period; and, considering the state of the money-market generally, during the past month, it will not be unfair to premise that the reduction of the circulation of the two classes of banks respectively, has been further curtailed since the end of September.—*Herald*.

GLoucester and Hereford Canal.—The committee met on Wednesday week, at the canal office, Ledbury, and allotted the shares—there were applications for nearly 200 more than the required number. At this meeting the first call of 2l. per share was ordered to be paid on the 2d December next. The works of the canal are to be proceeded with immediately. Much praise was given to the Rev. K. E. Money, for his strenuous and successful exertions in bringing the company to its present prosperous condition.

TRADE OF NEWCASTLE.—The several sums remitted to London within the three quarters ended Oct. 10th, amounted to 339,970l. 16s. 11d.; and in the corresponding period of the year 1838, to 272,625l. 1s. 6d.; thus showing the increase in the present year over last to be no less than 67,345l. 14s. 5d.

GEOLOGY.—Some geologists at Chalons-sur-Saone have recently discovered a fossil elephant in a quarry at Pretez, near Tournus, in the Saone-et-Loire. The two tusks were nearly entire; they are of a large size, and the ivory is white, but brittle. One of them has been uncovered to the extent of three or four feet; but on the least exertion being used to raise it from its bed, it breaks into pieces. These are not the first bones of this species of animal found at or near the same spot. A gentleman in that neighbourhood has two large teeth found in digging a well, one of which is that of an elephant, and the other of a mastodon. The site of this commune, the calcareous strata of which run under the left bank of the Saone, was formerly, according to the opinions of geologists, an island in a great lake, which covered the plains of La Bresse.—*Galignani's Messenger*.

FIRST PRACTICAL DISCOVERY OF STEAM.—In the year 1605, Florence Rivault, a gentleman of the bedchamber to Henry IV., and the preceptor of Louis XIII., discovered that an iron ball, or bomb, with very thick walls, and filled with water, exploded sooner or later when thrown into the fire, if its mouth were closed, or, in other words, if you prevented the free escape of the steam as it was generated. The power of steam was here demonstrated by a precise proof, which, to a certain point, was susceptible of numerical appreciation, whilst at the same time it revealed itself as a dreadful means of destruction.—*Inventors' Advocate*.

ORIGINAL CORRESPONDENCE.

ANTI DRY-ROT COMPANY—KYAN'S PATENT.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—It is not surprising that, after such a long interval has elapsed since the last public meeting, your correspondents are becoming impatient to know the result of the deliberations of the committee and directors. Vague reports are circulating, that instead of 8000l. only 6000l. is now offered by the latter as compensation for the mischief and difficulties occasioned by their neglect and Terry's frauds, whilst they insist upon guarantee from the proprietors at large against any claims or actions that may be brought against them (the directors) in any shape. It would be desirable also, that the public should be correctly informed of the number of shares claimed in the proposed "new company;" and if that number is reduced to or below the 10,000 shares which the Act of Incorporation requires; and also of the number (if any) of dissentients to the new scheme. The committee and directors remaining silent, I take the liberty of asking if you, or any of your correspondents, can give any information on these points? I remain, Sir, your obedient servant,

London, Oct. 29.

H. H.

LONDON AND WESTMINSTER BANK.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In looking over your Journal of the 26th inst., a letter from your correspondent "H." relative to an apparent tediousness in the office department in the London and Westminster Bank, arrested my attention. It appears to me that, in publishing the letter in question, you either momentarily forgot your acknowledged impartiality towards all public companies, or, by some oversight, did not perceive that the tenor of the letter was apt to cast a slur upon the establishment to which it referred.

Presuming that no formal intimation of the delay complained of had either directly or indirectly been conveyed to the general manager of the bank, it would, in my opinion, have been more proper to have forwarded to that gentleman the letter of your correspondent than to have published it in your Journal, as there cannot be a doubt that, by such means, the grievance complained of would immediately have been corrected—at least the character of the general manager of the bank is such, that no other result could have been looked for. In conclusion, I beg to remark, that it is not only fair, in the first instance, to represent any grievance to the proper quarter from which a remedy can be applied, but it is also customary with all public journalists to do so. The general excellent arrangements and discipline observed in the London and Westminster Bank are, however, too well known to be affected by any communication from your correspondent "H.," who, by the way, seems to be not a little actuated by spleenish motives. I am, Sir, your obedient servant,

London, Oct. 30.

JUSTITIA.

COPPER SMELTING—PROTECTION OF THE MINER.

[The following duplicate of a letter, addressed to our contemporary, the *Cornwall Gazette*, has been forwarded to us for insertion by a correspondent.—Ed. M. J.]

TO THE EDITOR OF THE CORNWALL GAZETTE.

SIR,—It is to little purpose that you make an appeal to the smelters on the subject of the unnatural state of the standard of copper, and, as might be naturally expected, the several letters which you have copied from the *Mining Journal* on this subject remain unnoticed. The fact is open and most glaring, and needs no explanation from parties whose object would be rather to smother it than to elicit any further information in the matter, viz., that the present price of copper, as compared with the standard of ores, shows a profit to the smelter of 20l. per ton—to the tune of 25 per cent. The remedy of this evil is rather what should engage the attention of the mining interest. There is, unquestionably, a deficiency of capital in the ore market, which must be made up by accommodations, and thus the mining interests are suffering from the present state of the money market, and its difficulties in affording the means to the smelters to purchase. There are also but few purchasers of ores, not sufficient, certainly, to give confidence of fair competition; and until some addition be made to their numbers, or the miners take the matter seriously into their own hands, with "such appliances and means to boot" as can be summarily used, the evil will rather increase than otherwise.

Although I do not entirely agree with the *Mining Journal* as to the wisdom of forming a mining company for smelting their own produce, I yet think that a junction might be formed by some of the leading men in the county with persons interested in the purchase of copper, which would have for its tendency to increase the competition in the market, and save to the other parties the intermediate profits now swallowed up by the smelters. Connected as I am with mines, I may be allowed freely to remark on this question, which has assumed an alarming aspect, and, operating with other causes, will, at no very distant period, lead to the extinction of our deep mines.

I am, Sir, your obedient servant,

London, Oct. 25.

A MINER.

ACCIDENTS BY EXPLOSIONS IN MINES.

[In extracting the following suggestions for improved modes of blasting from our contemporary, we may observe, that we consider the greatest modern improvement in the process to be the well-known safety fuse, manufactured by Messrs. Bickford and Co., and now in very general use in the mines and quarries of the United Kingdom. We strongly recommend the use of this simple and ingenious contrivance, as it combines great simplicity and economy with the most perfect safety.—Ed. M. J.]

TO THE EDITOR OF THE SILURIAN.

SIR,—A month ago I read in your paper an account of the death of two men employed in blasting limestone rock, by the explosion of charges of gunpowder. It occurred to me at the time, that I had seen in print an account of a less dangerous and equally effective mode of filling up the bore preparatory to exploding the charge than the one in common use, and upon search, I found the two methods are described underneath. The first is taken from the *Monthly Magazine*, and the second from a paper by Mr. Carmichael, on the marble, slate, &c., quarries of Scotland, published in the prize essays and transactions of the Highland and Agricultural Society of that part of the United Kingdom. I have no experience of the effect of either of the methods, but reasoning from the fact, that when the charge of fire arms is loosely rammed down they are very liable to burst, I draw the conclusion that the effect of each of the methods described will be greater, from the greater room there is for the expansive force of the explosion at the moment of the ignition of the gunpowder, than in that in which the charge is stemmed with fragments of the rock, hard rammed down. The risk of accidents from explosion is also much lessened, as well as the labour in time saved; and if the galvanic battery could be applied, at a small expense, to the explosion of the charge, in the manner it is now used for exploding the charges of gunpowder in blowing up the wreck of the *Royal George*, the workmen would, as far as it is possible, be saved from all risk of accidents arising from their, at present, dangerous employment. As your paper is generally read in the mineral districts of the neighbouring counties, I trust some of the many intelligent workmen there employed in quarrying will, as it is not attended with any expense or extra trouble, try each of the methods, and communicate the results to the public, and if, upon trial, one or both of these shall be found to answer in practice, it will be a source of much gratification to their well-wisher,

U. O.

ASSAMESE METHOD OF BLASTING ROCKS.

The Assamese close the mouth of the hole by driving in with a mallet a stout wooden plug, some inches in length, through which a touch-hole is bored. Between the powder and the lower part of the plug an interval of several inches is left; the communication is perfected by means of a tin tube filled with powder and passed through the centre of the plug.

MR. CARMICHAEL'S METHOD OF BLASTING ROCKS.

When the desired depth is attained, fifteen inches to thirty inches, the bore is cleaned out and dried with a bit of rag placed on the hot end of a small rod of iron; the gunpowder is then introduced, and the space filled up with a few inches of the top; a small iron rod is then placed on one side, resting on the gunpowder, and the remainder of the bore stemmed full of chips from the stone; the small needle is then withdrawn, and its place filled with gunpowder, the match applied, and the whole explodes. These holes are sometimes made several inches in diameter, and many feet deep, with increased success. It is here proper to state, that many fatal accidents have been occasioned by stemming the charge, in this mode of quarrying, with fragments of the hard rock, which are apt to give out sparks of fire while being beat down by the jumper, and ignite the powder, while the operator necessarily sits on the top of the bore; copper rods have therefore been sug-

gested as less dangerous rammers. But the precaution is objectionable and unnecessary, because a more expeditious, equally efficient, and perfectly safe method is always within the reach of every quarryer, viz., by using pure clay, loamy soil, or fine sand above. Nor is this more theory—the fact has been tested by myself, and may be demonstrated by any one choosing to make the trial. All that is necessary is to exclude the inflammable material below from the access of the atmosphere above; first by placing a little wadding of dried grass or moss (fog) next the powder, and then filling up the bore with moderately moist clay, soil, or sand, well packed to the orifice, leaving the needle placed at the side to form the train, in the usual manner, which may consist of a straw reed or a tin tube; and where the clay is good, and the needle cautiously withdrawn, the powder may be poured in without any envelope, or by gently probing the aperture with a small wire to condense the train. Clay, being the most compact, is obviously the most eligible stemming; as it can be easily withdrawn, or a new train instantly perforated by one probe of the needle, and the first train closed up, in the event of its missing fire, instead of losing the whole or adopting the present hazardous practice of re-working a stone-stemmed bore. Should it, at any time, be found impossible to remove the water entirely from the bottom of deep bores, and so the case at hand, the charge may be introduced in a cartridge made of well-greased coarse paper.

ANTHRACITE COAL FOR DOMESTIC PURPOSES.

[FROM A CORRESPONDENT.]

It is surprising that this description of fuel has been so little known, or used as it appears to be; in fact, had it not been for Dr. Arnott's invention of his valuable stove, the inhabitants of London would have been ignorant of its existence; as it is, the coal is considered as merely applicable to that particular form of stove, whereas, in a common fire-place, with a very trifling alteration, it makes the most agreeable and economical fire of any fuel. Dr. Arnott's stove is certainly a valuable invention, but its use is not congenial to an Englishman's feelings. It appears almost a peculiar characteristic of an Englishman to enjoy the sight of a cheerful fire. An anthracite fire certainly does not produce the lively flame of a Wall's-end coal fire, but when in an active state of combustion there is a rich red glow of heat quite as cheering. Good anthracite is a solid mass of nearly pure carbon in an exceedingly compact form, so much so that it only burns on its surface, and only on the surface exposed to a draught, the heat being reflected back from that surface, and not at all passing either through the coal or the fire. To adapt an ordinary fire-place to the use of this coal, it is merely necessary to make a very small flue from the back of the fire-place to lead up into the chimney, so as to draw a current of air smartly through the fire horizontally, to cause the air to act on the front of the fire, and carry off the products, the heat being reflected out into the apartment. The opening at the back of the fire into the small flue should not be more than from an inch to two inches in width, the depth being such that the bottom should pass down nearly to the grate bars in the bottom of the fire-place, and the top be just below the point at which the fire is kept, so that it be always covered by the fire, otherwise much heat would be lost. In addition to this, the opening into the chimney above the fire-place may be fitted up with iron doors, or valves, to open and close as required. When an anthracite fire is once fully ignited, there is no smoke or disagreeable odour comes from it, so that in very cold weather, or when it may be required to heat a large apartment, the opening into the chimney (the usual passage for the smoke of an ordinary fire) may be closed, confining all the heated air in the apartment, which becoming oppressive, could be removed by opening the iron doors, or valves. When the air of the apartment could be renewed, a clever furnishing ironmonger could easily adjust the valves, so as to regulate the warmth of apartments to a nicety.

These suggestions may prove serviceable to the readers of the *Mining Journal*, resident in London, at the commencement of winter. The coal being so durable must prove the most economical fuel that can be used in London.

PROGRESS OF RAILWAYS IN FRANCE.

"The Railway Committee," says the *Sicde* continues its deliberations, but surrounds them with mystery. If our information be correct, at the first meeting the members engaged to keep their proceedings secret, but secrecy has not on that account been the better kept. A decision of great importance has been come to. The committee have thought that railways should be executed at the same time by the state and by companies, and has fixed the most advantageous mode of assistance to be given by the state to private enterprise. Instead, however, of selecting a railway for construction by the state, which no company could venture upon, the committee have confined to the government the most productive line, and for which it would be easy to obtain capital, viz., that of Belgium. This is a great triumph for the administration of the Ponts et Chaussées, which is thus upon the point of regaining all the preponderance which is the object of its ambition." The same journal proceeds to recommend that the government, in order to show its sincerity, should accede to the application of the company formed for a railway from Paris to Lyons, for a guaranteed minimum interest, in order that the advantages of the two systems may be fairly tried. Upon this topic the *Courrier* observes that there is no security for the nation that railways solely under the control and direction of the state would be made with due regard to perfection of execution and economy of expenditure, and recommends that, as a general principle, the government should undertake no line until it should have been offered on fair conditions to public enterprise, and refused. The reduction of the Rentes would, says this journal, place a capital of 500,000,000l. at the disposal of the state, from which it could assist various companies, and so produce various lines of railways instead of devoting immense sums to any one railway of its own.

The Temps mentions a curious instance of French legal arrangements. An Alsatian jury, charged with estimating the value of the land through which the Basle and Strasbourg Railroad passed, has declared that for each acre must be paid 45,000l., or about 1800l. The highest current price even near the town is 200l. The result of the verdict is completely to put a stop to M. Koechlin's road; and it is to be hoped that he will take his revenge by changing the line, and avoiding the town of Schlestadt altogether. The fault is in the law of expropriation, passed in July, 1833, which leaves such decisions in the hands of a jury composed of the proprietors of each locality, who are thus enabled to dictate terms. In 1833 no legislature dreamed of any other than the state itself undertaking a railroad, and no power was given to private companies to avoid the tyranny of leagued proprietors. The law must now be changed to meet the exigency.

REVENUES FROM MINES IN SPAIN.—It appears from the budget for 1839, that the expected returns of the Almaden mines are 24,093,600 reals (240,936l.); of the others 2,919,406 reals (29,194l.); of mints, 2,111,930 reals (21,119l.); of the monopoly of salt, 43,605,162 reals; of the monopoly of nitre, sulphur, gunpowder, &c., 1,000,000 reals (10,000l.)—forming a total revenue derived from this source of 737,362l., a strong proof of the riches of Spain, even in her present degraded state. The charges stated are, for the quicksilver mines, 7,064,433 reals (70,644l.); and for the mint, 1,632,292 reals (16,329l.), or about 100,000l.

SOUTHAMPTON DOCK.—The interest excited in the public mind by the progress of these works is very great; numbers, both of the inhabitants and strangers, are continually visiting the beach to view the active and bustling scene; the work is carried on with spirit, and during every moment the tides permit, and at the low water of the night tide, there may now be seen nearly 200 men working by the light of between twenty and thirty fires, which has a singular and interesting effect. We understand that in embanking, pile driving, quarrying, &c., the contractors are paying upwards of 250 men, and are willing to employ many more able hands if they should offer—in fact, they seem determined to spare neither money nor personal exertions in expediting the work, and endeavoring to realise the anticipations of the supporters and friends of this great undertaking.—*Hampshire Telegraph*.

RAILWAY ACCIDENT AT STOCKTON.—A waggoner met with an accident whilst crossing the Middlesbrough Railway on Saturday last, which terminated in his death on the same day. It appeared that the man had approached within a few yards of the line, when his leading horse shied on the arrival of a train, denoted by the usual noise. The driver endeavored to force the team across the rails: the first horse cleared the way, but the second, with the deceased, were thrown to a considerable distance by the concussion: the horses received no material injury, but the man died about seven hours after. The noise of the whistle was distinctly heard, and the deceased was warned by a railway labourer not to persist in crossing. The evidence was rather conflicting as to the speed the engine was going. The jury, after being absent about an hour, delivered the following verdict:—"That the deceased was not accessory to his death, and that the engineer (Appleton) is guilty of manslaughter. Decided on the engine, one thousand four hundred pounds."

LIST OF NEW PATENTS FOR OCTOBER.

Francis Macaroni, St. James's-square, gentleman, for improvements in steam-boilers or generators.
Thomas Robinson Williams, Cheap-side, gentleman, for improvements in the manufacture of flexible fibrous substances or compositions, applicable to covering buildings, and other useful purposes; and also the machinery used therein.
William Henry Burke, Shoreditch, hat manufacturer, for improvements in the mode of constructing vessels for containing air applicable to the purpose of raising sunken or lifting floating bodies under or in water, and of fastening such vessels to chains or other machinery or apparatus to be used for raising or lifting such bodies.
Job Cutler, Lady Pool Land, Sparkbrook, Warwick, gentleman, for certain improved combinations of metals to be used for various purposes.
Samuel Hall, Hasford, Nottingham, engineer, for improvements in machinery for propelling.
Francis Gybbon Spilbury, Walsall, Staffordshire, chemist, Marie Francois Catherine Doetzer Corboux, Upper Norton-street, Middlesex, and Alexander Samuel Byrne, Montague-square, gentleman, for improvements in paints or pigments, and vehicles, and in modes of applying paints, pigments, and vehicles.
John Lothian, Edinburgh, geographer, for improvements in apparatus for measuring or ascertaining weights, strains, or pressure.
John Harriet Humphreys, Southampton, civil engineer, for certain improvements in shipping generally, and in steam-vessels in particular; some of these improvements being individually novel, and some the result of novel application or combination of parts already known.
James Smith, Deanston Works, Perth, cotton-spinner, for certain improvements applicable to canal navigation.
John Swain Worth, Manchester, merchant, for improvements in rotatory engines, to be worked by steam and other fluids; such engines being also applicable for pumping water and other liquids.
John Cope Hadden, Basing-place, Waterloo-road, civil engineer, and George Hawks, Gateshead Iron-works, Durham, for certain improvements in the construction of wheels for carriages, to be used on railways.
James Yates, Edingham Works, Rotherham, iron-founder, for certain improvements in the construction of furnaces.
James Sutcliffe, Henry-street, Limerick, builder, for certain improvements in machinery or apparatus for raising and forcing water and other fluids, and increasing the power of water upon water-wheels and other machinery.

IMPROVEMENT IN THE MANUFACTURE OF IRON.

The particulars of an improved process in the manufacture of iron are given below from the specification of the patentee, Mr. Heath. Every proposition which bears upon this great manufacture is, of course, deserving of notice, and we shall be glad to receive further particulars of this new process, which has the novel feature of dispensing with the use of fluxes altogether.

Joseph Marshall (Heath, Allan-terrace, Kensington, for certain improvements in the manufacture of iron and steel: Oct. 4th.—This invention consists, first, in the extraction of pure cast-iron from the ore, without the intervention of any earthy, alkaline, or saline matter, to form a vitreous flux, cinder, or slag; second, in producing cast-steel by fusing the pure cast-iron so obtained, along with malleable iron, or certain metallic oxides, in such proportions as may decarburate the cast-iron to a certain degree; and in carrying the process of decarburization to the further extent desired, by commencing with metallic oxides, without any admixture of carbonaceous matter; third, in the use of oxide of manganese, without mixture of any other substance, in the process of converting cast iron into malleable iron, by the process of puddling; and fourth, in the use of carburet of manganese to make common blistered steel into cast steel.

Malleable iron is at present produced either by smelting the richer iron ores with just as much charcoal or other carbonaceous matter as is adequate to abstract all the oxygen from the ore, and bring the ore into the malleable state; or by smelting the poorer ores, called "ironstones," in contact with carbonaceous matter, in such excess as to form with the metal the compound called carburet of iron by chemists, and cast-iron by manufacturers; and then separating the carbon by a distinct and subsequent process. By the first process, malleable iron of very unequal quality in its different parts is produced; and by the second process a cast-iron is obtained, which is contaminated to a very considerable degree with sulphur, phosphorus, arsenic, silicon, aluminium-calcium, and other foreign substances. A pure native oxide, or carbonate of iron, is alone capable of producing a pure metal convertible into good steel; but such pure ore has been hitherto debased and deteriorated in the smelting, by mixture with earthy, saline, or alkaline matters, under the name of fluxes, added with the intention of promoting the reduction of the metal, and of protecting it when reduced from the oxidizing influence of the blast.

After an extensive course of experiments, Mr. Heath has discovered that such earthy fluxes are not necessary. His operation is commenced by charging the blast furnace successively with coke, charcoal, or other suitable fuel, leaving the top hole open, so that the flame of the fuel, urged by the blast, may play in all directions, so as to bring the whole interior of the furnace into an uniform state of incandescence. When the furnace is thus charged, the top hole is closed, and 20lbs. of ore are thrown into the furnace for every 100lbs. of fuel. The furnace is charged at this rate for about twelve hours, when the melted metal is run off into pigs. After this first discharge or casting, the ore is added at the rate of 25lbs. for every 100lbs. of fuel, for a second period of twelve hours, when a second casting of pig iron is run off. After this second discharge, ore is added at the rate of 30lbs. for every 100lbs. of fuel, during a third working of twelve hours; and thus in each successive period of twelve hours the quantity of ore is increased at the rate of 5 per cent. of the weight of the fuel, till eventually the proportion of ore amounts to about 65lbs. or 70lbs. for every 100lbs. of fuel. By proceeding in this way, and by throwing in the ore merely reduced to the size of peas, or thereabouts, but not roasted, if the furnace be well attended to by the workmen, it will turn out about 50lbs. of pure pig-iron for every 100lbs. of fuel consumed.

To convert the carburet or cast-iron thus produced into steel of any degree of hardness, it is melted in a cast-iron or cupola furnace, by the heat of coke or other fuel; but, in all cases, no more fuel is used than is requisite to melt the iron, so that the oxygen of the blast shall serve to burn away the carbon of the carburet in a considerable degree, while a further portion of the carbon is neutralised or removed by the addition of scraps of malleable iron, or by the oxides of iron or of manganese.

To produce a superior cast steel from the pure cast-iron, sesquioxide of manganese, which has been previously ignited, is introduced in quantities not exceeding 5 per cent. into the cupola; no more fuel is used than the blast can readily burn into carbonic acid, otherwise the excess of the carbonaceous flux would decarburize the manganese, nullify its decarburizing action upon the cast-iron, and thus prevent it from reducing the metal to that lower stage of carburet which constitutes cast steel. Sometimes, for the same decarburizing purpose, a portion, not exceeding 5 per cent., of chrome ore may be used. When the decarburization has been carried in the cupola to the proper pitch, the steel metal is to be run out, and cast into iron moulds. The ingots thereby formed are now to be converted into steel of any desired degree of mildness, by a further process of decarburization, which consists in stratifying the said ingots along with peroxide of iron, or peroxide of manganese, without charcoal, in a steel cementing furnace, which should be lined with sheet iron, if it is constructed of fire-bricks or stone, to prevent the action of the peroxides upon the stone or bricks of the furnace. The ingots are to be here subjected to a cementing heat for a certain period, proportional in duration to the softness required in the metal.

Mr. Heath further improves the quality of malleable or bar iron, by adding to the pig or plate iron in the puddling furnace, while in fusion, from 1 to 5 per cent., or thereabouts, of any pure oxide of manganese, the sesquioxide being preferred.

An improved quality of cast steel is made, by putting into a crucible bars of common blistered steel, broken as usual into fragments, along with from 1 to 3 per cent. of their weight of carburet of manganese, and exposing the crucible to the proper heat for melting the materials, which are, when fluid, to be poured into an ingot mould in the usual manner.

IMPERIAL BANK OF ENGLAND.

A meeting of the "original shareholders" was convened for Saturday last, to consider certain propositions to be detailed to them on behalf of the claimants upon the funds of the bank. At the hour appointed but few persons were present: one hour and a half having elapsed with but little accession to the meeting, Mr. TAYLOR (of Nantwich) said, "the shilling shareholders had been requested to meet the representatives of the claimants upon the bank, in order to hear a proposition which they had to lay before them, and which he was quite ready to submit, if any gentleman would signify his wish. No one present appearing sufficiently anxious to require the proposition being submitted, the meeting was adjourned sine die. Some legal gentlemen expressed their determination to "go to work" with the parties—saying they had given the shilling men no opportunity of meeting them, and as they had declined, they must take the consequences.—We understand that more than forty persons have become bankrupts in consequence of the stoppage of this ill-fated concern.

NORTH MIDLAND RAILWAY.—Great exertions are making in the neighbourhood of Clay Cross, to complete one line of rails, so as to allow of the line between Whittington and Derby being opened in January next, for the conveyance of coke to the latter place.

PUBLIC COMPANIES.

COMPANY	MEETINGS.	DATE
Grand Union Canal	26, Surrey-street, Strand.	Nov. 4...
Agricultural & Commercial Bank of Ireland	Office, Fleet-street, Dublin.	Nov. 4...
Maryborough Gas-Light and Coke Co.	64, Monmouth-street.	Nov. 4...
Highgate Archway	65, Old Broad-street.	Nov. 4...
Margate and London Steam-packet Co.	Tower-hall, Margate.	Nov. 4...
British Alkali Company	Golden Cross, Bromsgrove.	Nov. 4...
Gas Light and Coke Company	Crown and Anchor.	Nov. 4...
Birmingham Canal Company	Offices, Birmingham.	Nov. 4...
Imperial Brazilian Mining Association	London Tavern.	Nov. 4...
South Eastern Railway	10, Coleman-street.	Nov. 4...
Imperial Continental Gas Association	7, White Hart-st., Lombard-st.	Nov. 4...
Kent Zoological Gardens	George and Vulture.	Nov. 4...
Rose-Down Mining Company	2, St. Mildred's-court.	Dec. 2...
Queen's Mining Company		

COMPANY	CALLS.	DATE
Long Lake Lead Mine	10a. Nov.	1. Manchester and Salford Bank.
South Australian Company	24a.	2. Ladbrookes and Co.
Chamberlain & N. Devon Mines	10a.	2. As former calls.
Bristol and Exeter Railway	10a.	6. Glyn, Hallifax, and Co.
London Cemetery Company	31a.	13. Wright and Co.
St. John del Rey Mining Company	10a.	21. Barclay, Bevan, and Co.
Ferran Mining Company	5a.	22. Vere, Bayle, and Co.
Ulster Canal Company	5a.	23. Smith, Payne, and Smith.
Grand Collier Dock Company	25a.	23. Smith, Payne, and Co.
Chamberlain Iron and Steel	25a.	23. London Joint-Stock Bank.
Durham County Coal Company	25a.	23. Williams, Darlington District.
Fire Prevention Works	11a. Jan. 28.	London Joint-Stock Bank.
Rhymney Iron Company	11a. Feb. 13.	7. Laurence Pountney-hill.
Tregulian Mining Company	10a.	London and Westminster Bk.

COMPANY	DIVIDENDS.	DATE
Commercial Bank of New Orleans	Reid and Co.	Nov. 15.
Durham County Coal Company	Offices of Company.	

TIMES OF STARTING & ARRIVAL OF RAILWAY TRAINS.

LONDON TO BIRMINGHAM, LIVERPOOL, MANCHESTER, AYLESBURY, PRESTON, LEEDS, AND DERBY.

Trains.	London.	Tring.	Wolverton.	Wotton.	Coventry.	Birming.
1st Mixed	6 a.m.	7 35	8 15	9 5	10 10	11 15 a.m.
2nd Mixed	8 a.m.	9 35	10 15	11 5	12 10	1 15 p.m.
3rd Mixed	10 a.m.	11 35	12 15	1 5	1 20	2 15 p.m.
4th Mixed	11 a.m.	12 35	1 15	2 5	2 20	3 15 p.m.
5th Mixed	1 p.m.	2 35	3 15	4 5	4 20	5 15 p.m.
6th Mixed	3 p.m.	4 35	5 15	6 5	6 20	7 15 p.m.
7th Mixed	5 p.m.	6 35	7 15	8 5	8 20	9 15 p.m.
8th Mixed	7 p.m.	8 35	9 15	10 5	10 20	11 15 p.m.
9th Mixed	9 p.m.	10 35	11 15	12 5	12 20	1 15 a.m.

FROM BIRMINGHAM.

Trains.	Birmingham.	Coventry.	Wotton.	Wolverton.	Tring.	London.
1st Mixed	6 a.m.	7 35	8 15	9 5	10 10	11 15 a.m.
2nd Mixed	8 a.m.	9 35	10 15	11 5	12 10	1 15 p.m.
3rd Mixed	10 a.m.	11 35	12 15	1 5	1 20	2 15 p.m.
4th Mixed	11 a.m.	12 35	1 15	2 5	2 20	3 15 p.m.
5th Mixed	1 p.m.	2 35	3 15	4 5	4 20	5 15 p.m.
6th Mixed	3 p.m.	4 35	5 15	6 5	6 20	7 15 p.m.
7th Mixed	5 p.m.	6 35	7 15	8 5	8 20	9 15 p.m.
8th Mixed	7 p.m.	8 35	9 15	10 5	10 20	11 15 p.m.
9th Mixed	9 p.m.	10 35	11 15	12 5	12 20	1 15 a.m.

Those marked * go right on to Liverpool, Manchester, and Preston; those marked † Leeds; those marked ‡ communicate with Derby.

FROM BIRMINGHAM TO MANCHESTER AND LIVERPOOL.

From Birmingham to Manchester and Liverpool.—2, 6, and 11 morning; and 3, 7, and 11 afternoon.—From Liverpool to Manchester.—2, 6, and 11 morning; and 3, 7, and 11 afternoon.—(The trains thus marked †) are in conjunction with those of the London and Birmingham Railway.)

MANCHESTER TO LIVERPOOL.

Manchester to Liverpool.—7, 11, 10, 11, and 11 1/2 o'clock morning; and 2, 6, 10, 11, and 11 1/2 afternoon.—Liverpool to Manchester.—7, 11, 10, 11, and 11 1/2 o'clock morning; and 2, 6, 10, 11, and 11 1/2 afternoon.

FROM MANCHESTER TO LIVERPOOL.

From Manchester to Liverpool.—8, 9, 10, and 11 o'clock morning; and 1, 5, 6, 7, and 11 afternoon.—From Liverpool to Manchester.—8, 9, 10, and 11 morning; and 1, 5, 6, 7, and 11 afternoon.

FROM PRESTON TO LIVERPOOL, MANCHESTER, AND WIGAN.

Morning.—7, 8, and 9 o'clock. Afternoon.—2, 4, and 6.

LONDON TO BRISTOL.

From Paddington to Tuford.—8, 9, 10, and 12 o'clock morning; and 2, 4, 5, 6, 7, 8, and 11 afternoon.—From Tuford to Paddington.—6, 9, 10, and 12 o'clock morning; and 2, 4, 5, 6, 7, 8, and 11 afternoon.

LONDON AND SOUTHAMPTON.

From London to Southampton.—8, 9, 10, and 11 o'clock morning; and 12, 3, 4, 6, and 7 afternoon.—From Southampton to London.—9, 10, and 12 o'clock morning; and 2, 4, 5, 6, and 7 afternoon.

LONDON TO ROMFORD.

From London to Romford.—8, 9, 10, and 11 o'clock morning; and 12, 3, 4, 6, and 7 afternoon.—From Romford to London.—9, 10, and 12 o'clock morning; and 2, 4, 5, 6, and 7 afternoon.

LONDON AND CROYDON.

The trains start from London-bridge and Croydon at twenty minutes past every hour, except 11 and 1 o'clock, from 8 in the morning until 9 in the evening, except the three first trains from Croydon, which start at ten minutes past, instead of twenty minutes past, 8, 9, and 10 o'clock.

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.

(Length of line, 112 miles.)
The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending 24th October, 1851, was £11,194 1 5. For merchandise for the same time, £1,515 18 3.
Total, £12,709 19 8.

GREAT WESTERN RAILWAY.

(Length of line, 41 miles.)
Carriages, Cattle, Passengers, Amount.
Thursday, October 24: 38, 8, 1153, £250 18 8.
Friday: 38, 8, 1153, £250 18 8.
Saturday: 38, 8, 1153, £250 18 8.
Sunday: 38, 8, 1153, £250 18 8.
Monday: 38, 8, 1153, £250 18 8.
Tuesday: 38, 8, 1153, £250 18 8.
Wednesday: 38, 8, 1153, £250 18 8.
Total: 255, 61, 11,309, £2,814 10 10.

LONDON AND SOUTH-WESTERN RAILWAY.

(Length of line, 34 miles.)
Total receipts for passengers, parcels, &c., on this line for the week ending October 27, £2,171 10s. 11d.

EASTERN COUNTIES RAILWAY.

Passengers to October 26: 423,876.
Ditto, from the 21st to the 26th last: 3,330.
Total passengers: 427,206.

LONDON AND GREENWICH.

(Length of line, 8 1/2 miles.)
Friday, October 25: 58, 10, 11, £11 10 1.
Saturday: 58, 10, 11, £11 10 1.
Sunday: 58, 10, 11, £11 10 1.
Monday: 58, 10, 11, £11 10 1.
Tuesday: 58, 10, 11, £11 10 1.
Wednesday: 58, 10, 11, £11 10 1.
Thursday: 58, 10, 11, £11 10 1.
Total: 418, 72, £474 19 7.

LONDON AND CROYDON.

(Length of line, 10 1/2 miles.)
Friday, October 25: 58, 10, 11, £11 10 1.
Saturday: 58, 10, 11, £11 10 1.
Sunday: 58, 10, 11, £11 10 1.
Monday: 58, 10, 11, £11 10 1.
Tuesday: 58, 10, 11, £11 10 1.
Wednesday: 58, 10, 11, £11 10 1.
Thursday: 58, 10, 11, £11 10 1.
Total: 418, 72, £474 19 7.

METEOROLOGICAL JOURNAL, 1852.

Therom. 24 from 45 to 51; 25, 50 to 50; 26, 50 to 50; 27, 50 to 50; 28, 50 to 50; 29, 50 to 50; 30, 50 to 50; 31, 50 to 50.
Wind, S.W. to S.E.
Rain, 1. on 29th and 30th.

NOTICES TO CORRESPONDENTS.

In answer to the letter of "A Constant Reader," we have but little knowledge of the company referred to, but believe that the promoters did not succeed in establishing it.

With every wish to oblige the "Public Companies," whose meetings are reported in our columns, and to promote the legitimate interests of each, we are unable to accede to a request, which has in one instance been made—the suppression of figures, or other information afforded. We have a public duty to perform, which we feel to be totally irreconcilable with this mode of proceeding.

We feel pleasure in acknowledging our obligations to our Cornish contemporaries (the *West Briton* and *Cornwall Gazette*), for the reports of the proceedings of the several scientific institutions in that county, inserted in the accompanying Number of the *MINING JOURNAL*.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, NOVEMBER 2, 1859.

The position to which the copper mines of Great Britain must shortly be reduced, should the present low standard of copper ores be much longer continued, has of late become a matter of serious consideration to all who are interested in this species of mineral produce. Copper mining has now flourished in this country for about a century—it has been one of the most successful branches of mineral enterprise—large capitals have been invested in it—an extraordinary share of skill and talent has been directed to its improvement—and a large and industrious population now look up to it as their hereditary means of support. An inquiry into the causes which are thus ruinously depreciating this important branch of mining industry, has been of course incumbent upon the *MINING JOURNAL* (the sole representative of the mining interest of this country); from this inquiry, as our readers well know, we have not shrunk, and we have not hesitated to express our conviction that the present low price of copper ores, as compared with the remunerating price of copper, is chiefly ascribable to the want of proper competition among the few smelting companies who monopolise the trade, and that the only remedy for this evil would be found in the miner establishing works of his own, by which the necessary competition would be at once created.

It has been highly gratifying to us to receive many letters from our mining friends, approving entirely of the principles we have laid down, and encouraging us to further exertions in their behalf; it is observed—indeed, in a communication of a private nature now lying before us—that the writer fully concurs in our sentiments, and considers that a "new Copper Smelting Company, starting upon a new system, would prove a first-rate speculation." Of the feeling which prevails in favour of such a measure in Ireland, where copper mines have within the last few years been extensively opened, and profitably worked, we were assured a short time since, by a Correspondent, who stated that one party, deeply interested in this property, had already expressed his intention of subscribing 10,000*l.* to the undertaking.

That we, as the advocate of the mining interest, should differ very much in our views from parties interested in smelting, is by no means extraordinary; it has occasioned us little surprise, therefore, to find that at the half-yearly general meeting of the "Consolidated Copper Mines of Cobre Association," they were declared by the principal of one of the great smelting companies to be erroneous. A full report of this meeting will be found in another part of our columns, where it will be seen that Mr. GRENELL stated to the meeting, in answer to some observations from Mr. LUCAS, that "no foundation whatever existed for such a charge." The proof attempted to be given, if on examination it turns out to be a valid one, was certainly very conclusive; but on this point we shall presently have a few remarks to offer. The mining interest will probably be surprised to hear, that "no dogs in a rabid state, let loose upon each other, were more inveterate than the eleven smelting firms were against each other"—"combination," continued Mr. GRENELL, "was out of the question, they go into the market, put in their tickets at a price each decides for himself, and get their articles, like any other merchandise, at the cheapest rate they can. Nothing can be more erroneous—indeed, he would say, the statement was entirely devoid of truth, which charged any connivance on the part of the smelters to run down the price."

Such is the answer made to our remarks; but we must confess that we still feel slow in crediting the warm competition alleged to prevail between the different smelting companies; and we are confident that our mining friends, who are necessarily well acquainted with those impartial registers of facts, the weekly "ticketing papers" of Cornwall and Swansea, will see good reason to be sceptical also. Let us take the last month's sales of copper ores at both places as an example, and examine what evidence there is of any strong competition among the ten smelting companies, by whom all the ores are purchased. At the sale at Truro, on the 24th October, but six out of the ten were purchasers—one a mere nominal amount of 100*l.*, while another exceeded 10,000*l.*—the whole amount of the sale being 20,000*l.* At the sale on the 17th of October, again only six out of the ten companies purchased at all; the united purchases of two of them did not amount together to 10,000*l.*, while those of the remaining four amounted to about 9500*l.*—certainly there is little appearance of competition here. Let us now look at the Swansea sale on the previous day: only four companies purchased at all—two together did not make up 2000*l.*, while the other two made up nearly 18,000*l.* Let us now look back to the ticketing at Redruth on the previous week (October 10th); on this occasion five of the companies purchased ores, the amounts were more equally divided than usual, yet three of them made purchases of 11,000*l.* amount, in an aggregate of 13,800*l.* Let us look back for another week at the ticketing at Pool, on the 3d October; there was the unusual number of seven companies who were purchasers of ore; the purchases of three of these amounted to less than 3000*l.*—the remaining four made up 11,600*l.* At the Swansea sale, on the 25th Sept., six companies made purchases, but of the ore sold, in value 35,000*l.*, more than one-half was purchased by a single house.

Such, then, is a brief review of the results of the sales of copper ores for the last month. We shall offer no opinion upon it—it is a plain statement of facts, from which our mining friends will draw their own conclusions as to the degree of competition at present

existing in the copper trade. As a longer period than a single month will, however, offer a still better criterion of the competition alleged to exist between the copper smelting companies, we shall now refer to that useful compendium of the copper trade, "Grylls' Annual Mining Sheet," which gives the gross purchases of each company per annum. We now quote from the Sheet which embraces the transactions of the year expiring 30th June last. The total value of the ore purchased during this twelvemonth exceeded a million and a half sterling; the purchases of three out of the ten companies are merely nominal, amounting to only 32,000*l.*; and of the remaining seven, purchases little short of a million sterling, or nearly two-thirds of the whole amount, were made by three great houses alone. Such being the plain facts of the case, we leave it to our readers to determine whether a fair and healthy competition really does exist in the copper market or not—we certainly must still incline to the latter opinion.

As regards our proposition for the formation of a new "Copper Smelting Company," having for its object the protection of the mining interest, we are happy to be able to bring forward some very strong arguments in its favour, derived from an unexpected source. The present condition of the copper trade was thus described by Mr. GRENELL, and certainly nothing can be more encouraging to our views. "The present price of copper arises from the great demand, while there were not sufficient smelting-houses to meet the demand; and, consequently, the stock of ores was continually increasing on their hands—he should be most happy to smelt more if he could." If, then, three out of the ten smelting companies are for all useful purposes completely dormant or extinct, as we have just shown to be the case, nothing can be more evident than that the present is the time for some younger and more vigorous body to supply their place, and to afford that protection to the miner which they have ceased to do.

In allusion to a former article upon the present subject, it was remarked, "there was something like an object sought after—to keep the foreign ore out of the market." Now this we really must deny *in toto*; an idea so absurd, or so impracticable, never entered into our mind, and in proof that such was the case, we may refer to articles written two or three years since, in which our sentiments on the importation of foreign ores are fully recorded. We have now brought before our mining readers such facts as appeared essential to their right understanding of a matter in which their interests are so closely involved, and in taking leave of the subject, we would observe, that we are sincerely desirous that neither acrimony nor personal feeling may be allowed in any degree to mix themselves with the controversy before us, which we shall pursue with a strong desire to promote the mining interest, but with unfriendly sentiments to no party.

The extensive deposits of the species of coal generally known as the "anthracite," or "stone coal," which are afforded by the great coal-field of South Wales, must be well known to such of our readers as are acquainted with that interesting district, or may be engaged in those manufacturing or metallurgical pursuits in which this fuel is now beginning to be so extensively used. We consider this species of coal to form a most valuable fuel for a great variety of purposes, and have on many occasions brought forward instances of its successful application, or remarked upon its useful properties. In our present Number we would direct attention to a short article furnished by a Correspondent, which points out the manner in which this fuel may most conveniently be applied to domestic purposes, and we doubt not that some of our readers may be induced to make the experiment in the course of the ensuing winter, the results of which we shall be happy to communicate to the public.

We have this week given as full a report as our limits will allow of the great county meeting held at Bodmin, on Tuesday last, to promote the carrying of a line of railway through Cornwall. A very full report of the meeting has been expressly forwarded to us at the earliest period, by a Correspondent, and affords a most complete view of the proceedings of the day, which were distinguished by the spirit and unanimity which prevailed among the numerous assembly who thronged the Town Hall on this interesting occasion. Our own sentiments with regard to the undertaking have been so fully expressed on former occasions, more especially in our Journal of last week, that we need say but little at the present moment; nor, indeed, will our space permit us to enlarge upon the subject. Many of the speeches are particularly deserving of attention; and that of Mr. PAYNTER was distinguished by its eloquence and comprehensive views, to which, however, no abridgment could do justice.

THE FUNDS.

Yesterday being All Saints' Day, it was strictly observed as a holiday by the members of the Stock Exchange, and we believe that no bye bargains were effected.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols, Money, 90 1/4; Account, 90 1/4; New 3 1/2 per Cents, 98 1/4; Three per Cents Reduced, 89 1/4; New 3 1/2 per Cents Reduced, 97 1/4; Long Annuities, 13 1/2; Bank Stock, 179 1/2; East India Stock, 247 1/2; Exchequer Bills, 5 3/4; Railways:—Birmingham and Derby, 16 1/4; Blackwall, 24 1/2; Brighton, 13 1/2; Bristol and Exeter, 27 1/2; Eastern Counties, 10 1/2; Greenwich, 12 1/2; Great Western, 5 1/4; Gloucester and Birmingham, 27 1/2; London and Birmingham, 50 1/2; New, 16 1/2; Manchester and Birmingham, 9 1/2; Manchester and Leeds, 7 1/2; North Midland, 5 1/2; South-Western, 40 1/2; York and North Midland, 6 1/2; Joint-Stock Banks:—London and Westminster Bank, 1 1/2; London Joint-Stock Bank, 1 1/2.

REDRUTH, OCT. 31.—Average standard, 104*l.* 6*s.* 0*d.*—Average produce, 71*l.*—Average price, 4*l.* 15*s.* 6*d.*—Quantity of ore, 3618.—Quantity of fine copper, 261 tons 11 cwt.—Amount of money, 17,259*l.* 7*s.* 0*d.*—Average standard of last sale, 102*l.* 7*s.*—Produce, 8*l.*

PRICES OF SHARES AT LIVERPOOL.—Birmingham and Gloucester Railway, 33*l.* 5*s.*; Grand Junction, 198*l.*; North Midland, 80*l.*—Commercial Bank of Liverpool, 17*l.* 7*s.* 6*d.*—Asphalte, 14*s.*—Gore's Liverpool Advertiser.

PRICES OF SHARES IN BIRMINGHAM.—London and Birmingham Railway, 32*l.* 10*s.*; Manchester and Birmingham Extension, 31*l.* 10*s.*; Manchester and Birmingham, 17*l.*; London and South-Western, 40*l.* 10*s.*—Grand Junction Canal, 182*l.* 10*s.*; Stafford and Worcester, 67*l.*—Midland Counties Herald.

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 24th ult., was as follows:—Gold bars to Hamburg, 1526 oz.—Gold coin to Magadore, 400 oz.; ditto to Hamburg, 1 box.—Silver coin to New York, 10,000 oz.; ditto to Hamburg, 252,000 oz.; ditto to St. Petersburg, 125,000 oz.; ditto to Gibraltar, 3727 oz.

PROCEEDINGS OF PUBLIC COMPANIES.

TREGOLLAN MINING COMPANY.

A special general meeting of the shareholders in the above company was held at the George and Vulture Tavern, Cornhill, on Saturday, the 26th ult.

G. H. HEFFELL, Esq., in the chair.

The CHAIRMAN having read the advertisement convening the meeting, and the minutes of the last annual general meeting being read and confirmed, he (the chairman) said that since the last meeting much alteration had taken place in the aspect of their affairs, they had now separated entirely from the Trefoil, and had alone to look to the interest of the Tregollan, which he was happy to say was progressing in a most satisfactory manner; he would not, however, take up the time of the meeting by any further observations, but proceeded to read the directors' report.

REPORT.

Since the annual general meeting, held in May last, a great alteration had taken place in the affairs of this company, and considerable progress had been made in the operations at the mine, the result of which the directors will now have to lay before the meeting, and to call its attention to the present condition of the company, with a view to obtaining the co-operation and assistance of the shareholders in the vigorous prosecution of this promising adventure. The Trefoil portion of the company's property having, since the period above alluded to, been separated from it, and being under the management of another board of directors, this meeting will have only to consider and provide for the future operations of the Tregollan mine alone. When the last report of the directors was presented to the shareholders, a large and powerful steam-engine had been purchased, and part paid for, and it has not only since been erected, and put in operation, but the mine has also been drained, and the shaft cleared and secured to the depth of twenty fathoms below adit. The great south lode is now in course of examination, both at the ten and twenty fathom levels, and so far as the agents have been able to see it, it affords the most satisfactory assurances of becoming very productive in depth, being a large and strong lode.

At the ten fathom level, the ground is peculiarly favourable, and it is expected a bunch of ore, gone down from the adit, at a distance of about sixteen fathoms from the shaft, will shortly be reached, but as the water and rubbish have been cleared out of the shaft and levels at so recent a period, the directors are unable to give more minute particulars of the state of the lode; they, therefore, beg to refer the shareholders to the report from their mining captain—for which see our "Mining Reports." Upon the whole, therefore, the appearances of the mine are of a very promising description, and the directors feel the utmost confidence in its ultimately proving a profitable adventure.

The directors have much satisfaction in being able to state, that they have settled the dispute with Mr. Hague, having concluded an arrangement with that gentleman, whereby a considerable reduction in the amount of the balance claimed by him has been effected, while the company have been spared the annoyance of protracted and vexatious litigation, involving, probably, an uncertain result, in resisting Mr. Hague's demands, and compelling him to take back his machinery.

The amount of the balance claimed by Mr. Hague was the sum of £1287, for which the directors have induced him to accept the sum of £500, in full; they have also secured the right to dispose of the use of the patent right with the machinery, and the directors are using every endeavour to dispose of the same, and trust that eventually the loss sustained by the adoption of Mr. Hague's method of draining the mine will not be so heavy as might have been expected.

Within the time fixed by the annual general meeting, the directors received the fourth call of 10s. per share on 14s. of the shares whereon the same was then unpaid, and have paid and satisfied not only the remainder of the purchase-money for the engine, but the greater portion of the premiums and law expenses required to be paid by the Trefoil Company, previous to the settlement being made by Messrs. Henwood, and likewise discharged a large portion of the sum of £500, agreed to be given to Mr. Hague in full for the balance claimed by him. By these means, the funds in the hands of the directors, arising from the last call, have been exhausted, and they, being considerably in advance on account of the company, and having incurred liabilities by acceptances, some of which must be immediately provided for, are compelled to call upon the shareholders for further assistance, and trust they will unanimously concur in affording it, and that they, at the present meeting, will invest the directors with authority to make such further call as it may now be deemed necessary.

It is to be recollected, that considerable expense has been lately incurred in putting the engine into operation, and new debts thereby contracted, and although the assets of the company exceed the amount of such debts, yet, as they are not immediately available, the necessary operations at the mine cannot be continued without the contribution of the shareholders to raise the required funds; the directors trust that this meeting will perceive the best interests of the company can only be promoted and secured by the immediate supply of the means of carrying on, with a proper degree of spirit, the works requisite to bring the mine into a productive state, and that to effect this object, the shareholders will only have to rely on themselves, as the present position of the affairs of the Trefoil Company will not admit of the immediate payment of the balance due from it to this company.

According to the conditions and regulations of this company, the sum for which the directors were entitled to call of their own authority has been already paid, and it therefore becomes necessary for this meeting to sanction and concur in any further call.

The debts now due from the company, principally incurred by the repairs and erection of the steam-engine, and other operations at the mine, during the last few months, amount to about the sum of £700, and the amount of the monthly cost for the next three or four months must necessarily be large; for these matters, it will be requisite for the shareholders to make an immediate call.

Having submitted the foregoing particulars to the meeting, the directors have now only to leave them to the consideration and direction of the shareholders.

In consequence of the resignation of Edward Garland, Esq., appointed a director at the last annual general meeting, the shareholders will again have to exercise their right of choosing from their own body a proper person to fill up the vacancy; the directors feel assured that they will select a gentleman every way qualified to perform the duties of the office, and who will, to the best of his ability, protect the interest of the company.

In conclusion, the directors have sincerely to congratulate the shareholders on the great improvement in the prospects of the company, and the probability of an ample reward for the perseverance and confidence they have manifested throughout all the difficulties and delays which have hitherto occurred, to impede the prosecution of the works, and the realisation of those benefits which have been so long anticipated.

The CHAIRMAN said, from what they had heard, it was clear the mine was in a very promising state; it was, however, quite necessary that the directors should have money in hand to carry on the proceedings with spirit, and in reference to the call which was recommended in the directors' report, he would just mention that the directors offered to the meeting (merely as a suggestion, which would be left for their judgment), that they be empowered to make a call of 20s. per share—10s. payable forthwith, and the remaining 10s. if, and when, it should be necessary, or 5s. payable forthwith, and three instalments of 5s. each when necessary.

It was then moved and seconded, and resolved unanimously—"That the report and accounts be received, adopted, and entered on the minutes."

Mr. SIMPSON asked how many shares there now were on which a call was likely to be paid?—The CHAIRMAN answered 4000.

Mr. SIMPSON then said that he certainly thought 5s. per share too little, and that they could not do less than make a 10s. call to meet the present liabilities; if they had only 5s. they would have to come again immediately on the shareholders for more, and he was sure few persons engaged in mining affairs liked these frequent small calls, and he thought them much to the injury of a concern; he, for one, should certainly be willing to adopt the proposal of the directors, by making a 10s. call, and giving the directors power to call for the other 10s. when necessary.

Mr. BOWDEN asked what sum was due to the Tregollan Mining Company from the Trefoil sett?—A DIRECTOR said about 1000l.

Mr. BOWDEN thought they ought to obtain payment of this sum before they made a call; he asked if there was any specified time for payment, if they were to wait until the Trefoil raised sufficient ore to make profits, or if it was a *bond fide* debt which the directors could compel payment of at any time?—Mr. EDWARDS said it was a *bond fide* debt, but it was not likely the directors would cramp the energies of the Trefoil Company by enforcing payment of so large a sum, they must take it as the directors of that company could afford it, and therefore, although considered a perfectly good debt, it was certainly not just now available, which rendered the call necessary; an amicable understanding, he was happy to say, existed between the companies, and he thought it highly to the interest of both that such understanding should continue.

Mr. BOWDEN said he was far from wishing to disturb the harmony which he was happy to hear existed between the two companies—he had only asked for information.

It was then unanimously resolved—"That the directors should be empowered to make an immediate call of 10s. per share, and a further call of 10s. when necessary."

The Rev. Mr. Knapp was chosen a director in the room of Edward Garland, Esq., of Finchley-common, who had resigned.—Thanks having been voted to the chairman, who replied, the meeting separated.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.

The half-yearly general meeting of this company was held at the offices, 26, Austin-friers, on Tuesday, 29th ult.

GEORGE PROBYN, Esq., in the chair.

The SECRETARY read the advertisement convening the meeting, and the report of the directors. An estimate of the income and expenses for the half-year, ending 30th June, 1839, was also read, from which it appeared that from the 1st of January to the 30th June, 1839, there had been raised from the mine twenty-four cargoes, containing 6868 tons of ore, which had produced 96,800l.; the total expenses had been 77,386l.—leaving a balance in favour of the company of 19,414l.

The CHAIRMAN said, after the reading the report and accounts, he had no particular observations to make; he could have wished the chair had

been more ably filled on the present occasion, but any questions which might be put he should feel great pleasure in answering them to the best of his ability.

Mr. LUCAS asked how many tons of ore had been received in this country since the date of this account?—The SECRETARY explained that a great part of this amount had actually arrived in this country since the 30th June, but it must be understood that the 6868 tons was the total raised from the mines up to that date—indeed, the whole of this had not been sold, as there were five cargoes out of the twenty-four brought to this account on estimate.

Mr. HARDY (the managing director at Cuba) would be happy to give any explanation he could; their accounts abroad were kept in the most strict and perfect manner; a monthly log was kept of all ores raised to surface, and, on inspection of which, it would be found that number of tons was the produce of the mines for the six months, ending 30th of June, 1839, without reference to the time of arrival here, which was uncertain; the greater part of this had, of course, been sold, but a portion still lay at Swansea; he was happy to be able to inform the proprietors that the ore raised since June last was at a larger ratio and a higher percentage.

Mr. LUCAS asked for some explanation as to the observation in the report, of the fall in the price of the ore for the six months in question as compared with the preceding year?—The CHAIRMAN said he could account for it in no other way than referring to the general depreciation in merchandise which had taken place; during the past year, the falling off had been from 15l. 7s. 6d. to 14l. 6s. per ton, on a percentage of 18½, but it was hoped that on an improvement in the money market the price of ore would rise too.

Mr. LUCAS said upon this subject he would wish to trouble the meeting with a few observations, which he thought of the utmost importance; from the reply of the chairman, it seemed he considered the reduction was owing to causes incidental to a depreciation in the value of the article, and the depressed state of the money market; his attention had, however, been called to a very different view of the case, as taken by the Editor of the *Mining Journal*, in a Number of that publication of 28th of September, from which it must be inferred that the mining interest owed the depreciation in the returns obtained for their ores solely from a combination among the smelters, to keep down the price of ore, while they were obtaining high prices for the copper produced from it (Mr. Lucas here read the "leading article" in the *Journal* of the above date, and to which we refer our readers); he thought it highly important that the proprietors should now take into their serious consideration whether or not it was practicable for them to smelt their own ores, and thus obtain all the value which it was possible to obtain for the copper sold in the market, and he should present a motion to that effect.

Mr. GREENFELL said, as a smelter, and of course one of the body alluded to by Mr. Lucas, and in the article just read, he could assure the meeting that no foundation whatever existed for such a charge, the present price of copper arose from the great demand, while there were not sufficient smelting-houses to meet the demand, and consequently the stock of ores were continually increasing on their hands; he should be most happy to smelt more if he could, but he could assure the meeting that no dogs in a rabid state, let loose upon each other, were more inveterate than the eleven smelting firms were against each other—combination was out of the question, they go into the market, put in their tickets at a price each decides for himself, and get their articles, like any other merchandise, at the cheapest rate they can; nothing can be more erroneous, indeed, he would say, that statement was entirely devoid of truth, which charged any connivance on the part of the smelters to run down the price, and he could not help saying he thought there was something like an object sought after in that article, to keep the foreign ore out of the market; with respect to the company smelting their own ores, he, for one, would heartily support it if he could see the slightest chance of success, but he would call their attention first to the capital required (at least 150,000l.), a dead outlay of something like 30,000l. for building, &c.; it must then be recollected, you cannot smelt the Cobre ore by themselves, but must go largely into the Cornish market to obtain ores, to form a proper admixture with the foreign, to enable them to carry such views into effect; it is true there is now so great a demand for copper that there are not smelters enough, but he was satisfied no such undertaking could be profitably entered into; any motion, however, for inquiry on the subject, he would support.

It was suggested by the CHAIRMAN that, previous to any other resolution being submitted, perhaps some gentleman would move the adoption of the report.

It having been moved and seconded that the report and accounts be received and adopted, the same was carried unanimously.

Mr. LUCAS then moved—"That the directors be requested to take into their immediate consideration, and to make every inquiry as to the propriety and practicability of this company smelting their own ores, and to report upon the subject at the next general meeting."

To a question from a proprietor, as to any extra expenses which might have to be incurred in Cuba, in the formation of roads, &c., or the erection of any machinery or steam-engines, Mr. HARDY, the managing director, said, he did not consider there would be any material alteration in their current expenses for years to come; there was one work which, if carried into effect, would cause an additional expense, but would in the end cause a material saving—this was a new road from Cobre to Cuba, which would enable them to undertake all their own carriage of ores, timber, &c., and more fully develop the resources of the mine than it was ever possible to do under present circumstances—this might be finished in about nine months, at an expense of 5000l. For the six months ending June last the carriage alone amounted to 15,000l., and he had no doubt the annual saving would be very large, but would of course depend, in some measure, on the mortality of the cattle.

Two vacancies in the direction were declared, Messrs. Probyn and Passenger going out of office by rotation, but were eligible for re-election, and a ballot would be taken in the next room.

A SPECIAL MEETING.

was then held, for the purpose of confirming a resolution passed at a special meeting in April last, for the purpose of altering the clauses in the deed of settlement, requiring the half-yearly meetings to be held in April and October, and to fix such meetings to be held in January and July, in each year, and also that the first general election of directors take place in January, 1841, and so to continue, and be elected, or re-elected, at every subsequent half-yearly meeting.

Mr. GREENFELL was about to propose, as an amendment, that the first election should take place in January, 1840, but after some conversation, withdrew it, and the above resolutions were confirmed.

It was then moved, seconded, and carried unanimously—"That one annual audit in July be sufficient for the proper management of the accounts of the company."

Thanks having been severally voted to the directors, chairman, and Mr. Hardy (the managing director at the mines), the meeting separated. The ballot for filling the vacancies in the direction having been closed, Messrs. Probyn and Druce were declared elected.

SCOTCH ASPHALTUM COMPANY.

A special meeting of the shareholders in this company was held at the London Tavern, on Tuesday, the 29th ult., for the purpose of taking into consideration the best steps to be taken in the present situation of the company's affairs.

ALEXANDER DELISSER, Esq., in the chair.

The SECRETARY having read the advertisement convening the meeting, The CHAIRMAN said, he was sorry to find he was the only director present; when they last met it was considered they should have been able to carry out the concern by adopting a new title, but he was sorry to say, they had found it impossible to stem the torrent of untoward circumstances with which they had been assailed, and the present state of the money market prevented them from bringing out a new company. The parties on whom they had depended for taking a large number of shares seemed to hang back, and this meeting was now called to ascertain the wishes of the proprietors on the subject. If they came to the resolution that it was desirable to carry on the concern with that spirit which would secure its success, it would be necessary to appoint a fresh direction and raise a sum of 60000l., and he was satisfied, and was borne out by Mr. Rastick (their engineer), that if properly conducted, this company would realise enormous profits; on the other hand, if they did not come to the resolution immediately to enter into the thing with spirit, he should re-

commend them to abandon the concern, and get rid of all their expenses and liabilities.

Mr. HENDRICKS asked to see the agreement with the patentee, Mr. Robert Hemley.—The SECRETARY read the agreement, by which it appeared the patentee was to have 6000l. out of the deposits, and the balance of 4000l. (in all 10,000l.) when the proprietors were receiving 7 per cent. upon their shares.

A PROPRIETOR asked if Mr. Duncan was still willing to go on, and as sanguine of the results as ever?—The CHAIRMAN said, he was sure Mr. Duncan was as zealous as ever, but with no capital to go on with, and the direction broken up, they were in that situation that they could not go on.

Mr. HENDRICKS said, he had asked for the agreement with the patentee to ascertain how they stood with him. He now saw they were not bound to pay him this 10,000l. by any specified time; the 6000l. was to be paid out of the deposits (no deposits were yet made), and the remaining 4000l. when the proprietors were receiving 7 per cent. As he had made such a bargain he must abide by it; he for one should advise not to abandon the concern, but to put a stop to all expenses, and patiently wait till a better opportunity offered for carrying it on; they had 100 blocks laid down on the Southampton Railway, and he thought it probable, if they waited through the winter, and the public became acquainted with the trial and complete success of the material (and perhaps a favourable change might take place in the money market), he had no doubt the thing might be profitably carried out.

The CHAIRMAN reminded the meeting of the amount already laid out, besides 5000l. subscribed by himself and Mr. Hilman in making further experiments, which had also been sunk; and since they had resolved themselves into the "Patent Block Company" further expenses had been incurred, which must fall upon their shoulders. Mr. Hendricks had said the patentee has no legal claim, but he (the chairman) happened to have counsel's opinion on the subject, by which it appears he has a claim, and such claim would be allowed in a court of equity, that he can come upon every one of the shareholders for the fulfilment of his agreement.

Mr. HENDRICKS asked to see the opinion.—The CHAIRMAN said, he had it not with him; it was privately taken for his own satisfaction, to know the extent of his liabilities.

Mr. HENDRICKS, for one, then, should not be guided in the slightest degree by such an opinion. He knew something of courts of equity, and there was no court of equity separate from justice; and it was not very much like justice to call upon them as shareholders to pay, or what they never had, and what, upon the face of the agreement, the patentee has never been in a situation to claim.

The CHAIRMAN said, if they felt disposed to elect new directors, he should be most happy to render every assistance in his power, but if they did not, he should again strongly advise them to abandon the concern.

The majority of the meeting seemed against the abandonment, and after a lengthened conversation on the connexion and liabilities of the several shareholders, in the Scotch Asphaltum, and its new title, the "Patent Block Company," it was moved by Mr. LANE, seconded by Mr. SMER, and carried unanimously—"That this company, being without a direction, a committee be formed to watch over the interests of the company, and take charge of the books, papers, &c."

It was also moved by Mr. HENDRICKS, seconded by Mr. LANE—"That Mr. Delisser be requested to keep the books and papers until a committee be formed."

It not being considered that there were sufficient shareholders present to nominate a committee from, it was arranged that every one should be written to, and another meeting held on the subject.

Thanks being voted to the chairman, the meeting separated.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.

The half-yearly meeting of the proprietors of this undertaking was held at the Plough Hotel, Cheltenham, on Friday, the 25th ult.

W. H. HYETT, Esq., in the chair.

Many circumstances, which have latterly formed the staple of a good deal of angry comment had previously contributed to invest the forthcoming meeting with more than ordinary interest, and we were not at all surprised at witnessing a very numerous and influential attendance of shareholders. The discussion which ensued was particularly animated, and in one or two instances a somewhat excited feeling was evinced, but the business terminated with renewed amicableness and confidence.

The report of the directors stated that although the works had been only commenced twelve months, a very great progress had been made, notwithstanding that the season had been unfavourable for such operations. The directors had turned their attention particularly to that portion of the line between Cirencester and Swindon, with the view of opening it simultaneously with the opening of the Great Western Railway. To effect this they contemplated laying down in the first instance on that seventeen miles only a single line of rails, which could be effected at a great saving of time and expense, and would, in the first instance, by proper arrangements as to the starting of the trains, be sufficient for the purposes of the traffic, and would not inconvenience the construction of the second line of rails as soon as wanted, and as means enabled the directors to do so. With regard to the distance between Gloucester and Cheltenham, the contracts had been let upon such terms as to lead to the expectation of their completion early in the spring, and quite in sufficient time to enable the directors to complete that part of the line before the 21st of June next, which was the time fixed for such completion by the amended Act of Parliament. All the forfeited shares had been taken up by persons of unquestionable responsibility. The amount of arrears on the calls likewise was not of a discouraging nature, though immediate payment of those arrears was essential. The directors were sorry to remark the great depreciation in the market value of the stock of the company, which deterioration, while it increased their difficulties, they were unable to account for. In their opinion no cause existed for it in respect to the undertaking itself, of the final advantages of which an investment was most confident. Before embarking in new works, the directors would take care to inform themselves of the cost; and after the experience to be obtained from works now in progress, there would be more satisfactory data for determining future operations.—The general statement of accounts was then read.

Mr. DAVID BOWLY moved that the report now read be received and adopted, and that it be printed for circulation among the proprietors, which was seconded by Mr. FERARR.—The motion was opposed by Messrs Rogers, Sutton, T. Warner, Mullings, sen., Mullings, jun., James Bowly, Ledard, Henney, &c. The first principal objection taken was to the progress of any other of the works than those between Cirencester and Swindon, it being contended that the inhabitants of that town had subscribed largely to the undertaking upon the understanding that only 35 per cent. should be called for of the capital, and that that sum should be applied solely in the first instance to the formation of the Cirencester and Swindon branch, which would connect Cirencester by the Great Western line with London. It was replied on the part of the directors, that it was their original intention, when such an undertaking as that alluded to was sanctioned, to devote their first attention to the branch of the line mentioned, but subsequent affairs, over which they had no control, and which they did their best to avoid, finally compelled them to undertake the Gloucester and Cheltenham branch, or give it up altogether. It was next objected that a large sum of money had been spent upon the Sapperton tunnel since the last meeting, and the objectors called for a pledge on the part of the directors that no more money should be expended upon the centre line without the express knowledge and sanction of the general proprietors. To this it was replied that no money had been expended since the last meeting on that part of the line, or on the Sapperton tunnel in particular, but in fulfilment of contracts actually entered into before the last half-yearly meeting was held; that the directors would not be in a situation, nor were they disposed to incur any large expenditure on this part of the line during the next half-year, but they would decline entering into any pledge not to spend any money at all upon it, because, besides being objectionable in principle, such a tying-up of the hands of the directors might be exceedingly detrimental to the company, by possibly preventing some purchase, which, however small in amount, might be very important to be made. The subject of the Cheltenham terminus was also raised, as well as various other matters, and in the course of the discussion some rather strong observations were made by the opponents of the report, to which an amendment was moved by Mr. T. WARNER, seconded by Mr. ROGERS, to the effect that that meeting be adjourned till that day month, and that a committee be appointed to consider the report, to communicate with and obtain information from the directors and others officially concerned as to the state of the proprietary concerns, the amount of the cost of the work already executed, and the probable expenditure for the completion of the entire line, particularly whether the line between Cirencester and Swindon, and that between Gloucester and Cheltenham, would be completed within the revised estimates, and to report generally upon the present condition of the company and its future prospects. This amendment was eventually superseded by one moved by Mr. MULLINGS, sen., for an adjournment for a month. On this being about to be put to the meeting, a little ebullition was caused by the intimation that those

SIR JOHN PEAKE, Bart., of Boscawen, in concluding the resolution, said, we assembled here to consult on an interest which may almost be said to involve the prosperous existence of the county of Cornwall, and to be of no small importance to Devonshire also. Our case may well be compared with those of certain descriptions of artificers, whose labours become useless and are no longer called into operation, in consequence of discoveries in machinery. In manufactures, or in some other branch of the useful arts. Thus, our splendid position with respect to the west, the south, and in effect the east also, has hitherto given us the packet service, with its national expenditure, and success, and advantage. Once more navigation starts into existence; next steam railways—a far greater advance—which are brought down to Southampton—only suppose, or still worse, to Plymouth, but no farther: our happy position immediately ceases to avail us, and vapour, with a little hot-water by sea and land annihilates, as if by magic, all our natural advantages. Mr. Pender then adverted, in the most eloquent terms, to the great revolution which railways are now effecting, and pointed out that similar results had followed all great discoveries, both ancient and modern. Instead of repining and complaining, we should have continued the pursuit of this vast, the stupendous, and glorious work, until it was carried to the gratification of the public utility. It is now "will a railway pay?" but how shall we make it pay—how shall we get one—where will the feeders be? Ac. Seeing that it is one of the necessities of public existence, that without it we must be ruined. This is not a matter of choice, but of necessity—an affair of pecuniary life and death. *Agitur de vita et sanguine turle.* To be, or not to be, is the question. Such, then, being the acknowledged state of the case, it remains only to examine the peculiar circumstances of a line from Exeter westwards. Ours is a long narrow county, at the extremity of the kingdom, and this has often urged against us as being in the road to no part of England if not in it. It is much indebted by havens and creeks, from the principal of which branches will be run over to a main line. Some such are constructed already, others are in course of construction. By these merchandise will be sent across, in order to avoid a long, troublesome, dangerous, navigation round the Land's End. For the same reason, and also to escape the circuitous and embarrassed navigation of the Thames, goods will be sent up the main line. Many hundred thousand tons of sand will be brought over in the same way. And here the narrow fissure of our county becomes peculiarly available. Further, if, as must appear certain, on a calm inspection of a map of the world, Cornwall would mean nothing, I mean nothing, except that Cornwall is in the high water mark—if, in short, the west of Cornwall should become the port of London—then would our line possess feeders for surpassing all others. The proprietors of the Southampton line fondly adopted such a view with regard to that, and are constructing docks and warehouses accordingly; but their intentions fade away into insignificance in comparison with ours, and if any line is to obtain such a proud and precious pre-eminence, it is the Devon and Cornwall, and no other. A railroad being concluded, the western ports of Cornwall would undoubtedly suck in, as it were, all shipping heretofore bound up either channel, and vice versa, vessels would load here instead of going to Liverpool. Thus the numerous small harbours would be actually abandoned, and considerable amounts of property and time annually lost, then saving to the public would be immense. Remember, also that a steam railway brings all other earthly—all other material good with it. It furnishes means of communication for surpassing all others, and extends every branch of general traffic and circulation in a manner almost miraculous. Our line has the further recommendation of being equally beneficial to the whole country—not confined to any partial interest. Then the commerce of Cornwall is very considerable. Ours is, indeed, essentially a manufacturing and commercial county. Fish, tin, and copper would run with marvellous ease and speed over a railway, to say nothing of iron ore, &c. &c. The produce of the growing districts would find ready sale, four hours from the boat's side. People in business would arrive in the same time, and even merchandise would travel in the same rapid manner, the communication with the manufacturing districts being effected by the Great Western line. Thus a much smaller stock of goods than at present would suffice for retail dealers. It is right to mention also the early garden produce of the west, which would assuredly be sent to London and the north, by this means. For remember that the whole of England will be laid open to us, by connection with the Great Western. In the single article of new potatoes sent to London—that traffic has increased from 30*l.*, eight years since, to £80*000*, at present. The corn trade of Cornwall would be greatly enlarged, besides the Land's end and the Logan Rock, not a few. Who would visit those renowned spots if he could do so in an easy journey? The line from Truro to Penzance would pay highly on the mere inland traffic. The case of war occurring, our railway would be beyond reward. Would pay for itself in five years. War to us would be as advantageous as peace. The railway from Exeter to Bristol enters largely into the case—the connecting link between the west and the rest of the kingdom. At present that line does not certainly proceed with vigour, but, from the moment that ours shall fairly be in progress, the Exeter and Bristol will advance rapidly to completion. Railways act on each other in a surprising manner, and thus they mutually encourage their own embarkments and stone work will be obtained generally at little expense. We shall derive much advantage from the numerous harbours indenting our coast in bringing the rails, timber, and other things, nor shall we profit a little by the important experience gained on previous lines. The land also will assist for a very moderate price for the most part. Several proprietors are willing to assist gratis for the present, trusting to future remuneration. The estimate is 16,000*l.* a mile, double track. This is extraordinarily low. The Leeds and Manchester cost 32,000*l.* scarcely a line of any length so little as our estimate. I readily consent to Mr. R. M. Russell's suggestion, namely, to let the Government take the money and forgive the interest for a while, if needful. But better terms may be expected, and it appears, from an accurate examination of the existing traffic, that the line will pay well from the beginning. But this, in truth, is the least part of the advantage. To estimate that aright, we must consider the gain to all property by a railroad, the dreadful loss without one; the advantage to merchants, miners, agriculturists, shopkeepers, artisans, every inhabitant; the best resources of the county developed, the desert turned into a smiling field, the village into a town, the town into a city, land cleared, &c. &c. Have said that the land required will be of low price—but mark! it will not remain so, but will rise rapidly in value, the value of lands to a very great extent depends solely on nearness of rail. But this is one class of gains in the railway system, which cannot be forgotten, and yet it is the least

PRICES OF SHARE.

JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid.	Price per share.	Market price.	Market value.
25,000	Agric. & Com. of Ire.	25	10	—	—	—
5,000	Australasia	40	40	65	8	—
1,500,000	Bank of Scotland	10	850	178	6	Oct 1890
10,000	Birmingham Bank	50	10	234	10	Dec 1890
500,000	British Linen Co.	100	100	—	8	Mar 1891
20,390	British North Amer.	50	25	272	6	Mar 1891
100,000	Commercial	5	5	84	7	—
20,000	Colonial	100	25	29	5	Jan 1891
20,000	Colonial & Cornwall	100	25	4	8	—
3,000	Equitable Loan Co.	—	9	10	—	—
10,000	Foreign Banking Co.	—	—	—	9	—
2,000,000	Glasgow Union	250	50	65	7	Dec 1890
10,000	GloUCEstershire	50	10	25	10	Feb 1891
6,000	Hamphire	50	5	—	10	Aug 1891
10,000	Hibernian	100	25	21	4	—
3,000	Devon & Cor. Bg. Co.	20	20	36	—	—
30,000	London & Westmins.	100	30	312	5	Mar 1891
25,000	Lancaster	100	20	—	10	Aug 1891
25,000	Liverpool	10	10	258	5	Mar 1891
60,000	London Joint Stock Co.	50	19	224	5	Jun 1891
50,000	Manch. & Lives. Dis.	10	15	12	74	Oct 1891
20,000	Manchester	100	25	27	74	Oct 1891
20,000	Monm. & Glamorg.	20	10	16	13	—

Natl. Bank of Ireland	50	174	16
Net Provincial Exch.	100	85	84

10,000 Ditto New	29	10	17 1/2	
80,000 Nor.&Cant.B. of Eng.	10	10	3	Dec
10,000 North Wiltshire	23	5	10 1/2	
20,000 Prov. Bk. of Ireland	100	25	44 1/2	Jan
4,000 Ditto New	10	10	17 1/2	
2,000,000 Royal of Scotland	100	100	165 1/2	
7,000 South African			5	
60,000 B. of Ireland			5	
4,000,000 Western of Scotland	204	40	5	July
20,000 W. of Eng.&S.W.Dist	29	12 1/2	12	3
20,000 Wiltshire and Dorset	15		74 1/2	3
GAS LIGHT AND COKE COMPANIES				
10,000 Alliance	10	5		
2,500 Bath	20	16	22	2 Sep
2,000 Bolton	25	25	2	10 May
5,000 British	20	19	15	10 Nov
5,000 Do. Provincial	20	19	25	
928 Birmingham	77 1/2	80	93 1/2	54 July
400 Burn. & Staffordshire	50	50	73 1/2	4 Sep
600 Brentford	50	50	18	4 Feb
4,250 Bristol	20	20	36	2 Feb
1,500 Brighton	20	20	10 1/2	34 Sep
750 Do. New	20	18	9	30
2,471 Brighton, General	20	20	10 1/2	40 Sep
305 Bristol	25			
500 Continental	62 1/2	62 1/2	10	6 July
240 Canterbury	50	50	55	6 Jan
700 Chelmsford	50	50	42	4 Oct
300 Cheltenham	50	50	75 1/2	8 Oct
1,000 City of London	100	100	195	10 Sep

Inventory	25	25	25
Perby	50	50	50

180	Dover	50	50		
600	Dudley	20	20	17	5
4,500	Edinburgh Coal Gas	25	25		
	Edinburgh and Alloa		14		
240	Exeter	50	50		
4,400	Equitable	50	50	26	3
10,000	European	20	15		
4,450	Glasgow	25	25	54	10
20,000	Greenwich Railw. Gas		1		
10,000	Imperial	50	50	53	5
85,000	Do. Bonds	100	100		4
1,200	Inwich		10		

dependent.....	30	30	50
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750	Leith Coal Gas.	20	20	—	—	—
800	Liverpool	242	242	360	22	—
	Do. N. Gas and Coke	100	100	97	—	—
	Do. (New Do.)	60	60	—	—	—
200	Maidstone	50	50	100	10	Feb
9,000	Phœnix	50	59	294	4	Jun
579	Portsea	—	83	—	—	—
304	Poplar	50	50	—	—	—
1,000	Ratcliff	100	80	61	4	Sep
690	Roeham	—	45	—	—	—

South Metropolitan ..	50	22	19
Effield.....	..	16½	..

1,000	Shrewsbury .....	..	10	..	..	—
120	Swansea	40	50	..	..	..
8,200	United General	50	45	36	5	Jan
240	Warwick	50	50	50	5	Jan
400	Wakefield	25	25	25	1	Oct
750	Warrington	50	20	20	1	Dec
12,000	Westminster Chartered	50	50	57 1/2	3	Aug
6,000	Ditto New	50	19	11	12 1/2	Dec
200	Worthing	50	50	..	5	Aug
800	Yarmouth

DOCKS.						
100,100	Commercial	100	100	66 1/2	3	Jan

Stock.....	100	100	107
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2,938 East Country	100	100	10	Dec
22,931 London. Six	100	100	64	Dec
Ditto Bonds	100	100	10	Dec
2,209 Bristol	147	147	74	219
68,234 Ditto Notes	100	113	5	Nov
570 Folkestone Harbour	80	50	..	..
15,000 Ditto Bonds	100	100	5	..
11,000 Grand Collier Docks	50	1	..	..
352,732 St. Katharine. Stock	100	100	107	3
500,000 Ditto Bonds	100	101	4	Oct.
200,000 Do. Bonds for 10 years	100	99	4	Oct.
2,500 Deptford Pier	20	5	11	..
Southampton	50	3	22	..

BRIDGES.

1,600 Hammersmith	50	50	22	1s
2,231 Southwark w. new sub.	63	63	23	..
700 Do. New of 7 per cent.	50	50	14	12
5,848 Vauxhall	70	70	23	19s
1,000 Waterloo	100	100	25	..

Bonds	120
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WATER WORKS.						
600	Birmingham	...	25	25	20	16s
121	Colchester	...	100	100	—	—
433	East London	...	100	100	166	6
000	Glasgow	...	50	50	—	—
500	Grand Junction	...	464	411	67	24
400	Edinburgh Joint Stock	...	25	25	—	—
000	Kent	...	100	100	454	3
672	Liverpool	...	220	220	358	2
000	New River Lond. Bridge	...	—	—	62	24
480	Manchester & Salford	...	100	30	54	28
000	Portsea Island	...	50	50	—	—
700	Portsmouth & Farington	...	30	50	21	1
000	Ramsgate	...	8	16	—	—
000	Vauxhall, late So. Lond.	...	100	100	—	—
000	New River Lond. Bridge	...	634	634	100	41
160	York Building Co. L. F.	...	100	100	38	14
OCT. 1850.						
ROADS.						
533	Archw. and Kent Tr.	...	20	30	—	—
000	Barking	...	100	100	224	14
000	Commercial	...	100	100	75	5
000	Do. East India Dock Br.	...	100	100	3	1
OCT. 1850.						

North Rd.	Stock 100	100	.
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LITERARY INSTITUTIONS.						
100	Adelaide Gal. of Science	50
100	London, w. Bronze Tick.	75	75	17
100	London University	100	100	8	..	..
100	Russell	25	25	8	..	..

LONDON: Printed and Published by HENRY ENGLISH, the Proprietor, at his Office, No. 12, Gough-square, Fleet-street, in the city of London; where all Communications and Advertisements are requested to be forwarded, post paid.—Saturday, Nov. 2, 1839.

10,000 Alliance.....	10	5	—
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5,000	Barnes	20	16	22	2	Sept
200	Barnford	50	50	..	10	Mar
5,000	British	..	18	21	14	Nov
5,000	Do. Provincial	20	19	25	14	Nov
928	Birmingham	774	50	93	54	Apr
2,400	Birm. & Staffordshire	50	50	73	4	Sept
600	Brentford	50	50	18	4	Apr
4,250	Bristol	20	20	36	2	Feb
1,500	Brighton	30	20	104	34	Sept
2,471	Brighton, General	20	18	9	34	Nov
353	Carlisle	25	20	104	42	Nov
4,000	Continental Consolidat.	75	624	105	64	Jan
240	Canterbury	50	50	85	6	June
700	Chelmsford	50	50	42	4	Dec
300	Cheltenham	50	50	76	8	Oct
1,000	City of London	100	100	195	10	Sept
1,000	Do. New	100	75	114	6	Dec
200	Derby	50	50	21	..	..
180	Dover	50	50	..	..	..
600	Dudley	20	20	17	8	..
4,500	Edinburgh Coal Gas	25	25	..	..	..
	Edinburgh and Alloa	..	14	..	..	..
240	Exeter	50	50	..	..	..
4,000	Equitable	50	50	26	3	June
10,000	Exeter	30	15	..	10	..
4,450	Glasgow	20	20	..	..	..
20,000	Greenwich Railw. Gas	..	1	..	..	..
10,000	Imperial	50	50	53	5	..
85,000	Do. Bonds	100	100	..	4	..
1,200	Ipswich	..	10	..	..	..
800	Isle of Thanet	25	20	18	5	Oct
2,550	Independent	50	50	50	6	Aug
200	Lester	50	50	..	..	..
750	Leith Coal Gas	20	20	..	..	..
400	Liverpool	242	242	369	22	..
	Do. N. Gas and Coke	100	100	97	..	..
	Do. (New Do.)	..	60	..	..	..
200	Maidstone	50	50	100	10	Feb
9,000	Phoenix	50	39	294	4	June
579	Portea	..	83	..	..	..
304	Poplar	50	50	..	..	..
1,000	Rochester	100	15	614	4	Sept
480	Rochdale	..	..	..	..	..
4,000	South Metropolitan	50	22	19	4	July
1,600	Sheffield	..	161	..	..	..
1,000	Shrewsbury	..	10	..	..	..
120	Swansea	50	50	..	..	..
8,200	United General	50	46	36	8	Jan
240	Warwick	50	50	50	5	Jan
400	Warrington	25	25	25	14	Jan
750	Warrington	..	..	..	..	..
12,000	Westminster Chemical	50	30	574	8	Dec
600	Ditto New	50	10	11	128	Dec
200	Worthing	50	50	..	8	Aug
800	Yarmouth

100 1025 Commercial	100	100	664	8	100
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East and West India	100	100	107	Jan
Stock	100	100	107	Jan
1,038 East Country	100	100	100	Jan
23,810 £s. 10 London. Stk	..	..	64	23 Dec
Ditto Bonds	147	147	140	4 Dec
2,200 Bristol	147	147	140	4 Dec
68,234 Ditto .....	..	..	113	Nov
870 Folkestone Harbour	50	50	..	..
15,000 Ditto Bonds .....	..	..	..	..
11,000 Grand Collier Docks	50	1	5	..
332,732 St. Katharine. Stock	100	107	5	Jan
500,000 Ditto Bonds .....	..	..	104	44 Oct
200,000 Ditto. Bonds for 10 years	..	..	201	4 Oct
2,500 Deptford Pier	50	5	24	..
Southampton	50	5	24	..

1,000 Hammamath	10	10	20	10	100
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2,231	Southwark w. new sub.	63	63	23	..	Feb
700	Do. New of 77 per cent.	50	50	14	12	Dec
5,848	Vauxhall	704	704	253	198	Feb
5,000	Waterloo	100	100	3	..	—
5,000	Do. old Annuities of 87.	60	60	21	22s	Feb
5,000	Do. new do. of 77. . .	40	40	21	19s 3	Feb
5,000	Ditto Bonds	120	5	Feb

000 Birmingham	25	25	20	10s	—
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423	Colchester	100	100			
424	East London	100	100	166	6	Jan.
500	Glasgow	50	50			
500	Grand Junction	454	411	67	24	Jan.
400	Edinburgh Joint Stock	25	25			
500	Kent	160	160	454	2	Jan.
672	Liverpool Bottle	220	220	326	10	Jan.
500	New River London Bridge					
500	Water Annuities				62	24 Oct.
486	Manchester & Salford	100	93	584	24	Mar.
500	Portsea Island	50	50			
703	Portsmouth & Farington	50	50	21	1	—
500	Kamsgate	10	8	10		
500	Vanxhall, late So. Lond.	100	100	104	4	Oct.
500	West Middlesex	634	634		4	Dec.
500	York Building Co. L. F.	100	100	38	11/4	Oct.

Ass Archw. and Kent Tn.,	30	30	..	1	1 &
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100	Harking	100	100	22 1/2	13	1	1
100	Commercial	100	100	75	3	1	1
100	Do. East India Dock Bk.	100	100	3	3	1	1
492	Great Dover Str.	100	70	1	1	1	1
383	Highgate Archway	100	207 1/2	2	1	1	1
6924	New North Rd. Stock	100	100	1	1	1	1
LITERARY INSTITUTIONS.							
100	Adelaide Gal. of Science	80	80	17	1	1	1
100	London, w. Bronze Tick	75	75	17	1	1	1
100	London University	100	100	8	1	1	1
100	Russell	25	25	8	1	1	1

LONDON: Printed and Published by HENRY ENGLISH the Proprietor, at his Office, No. 12, Gough-square Fleet-street, in the city of London; where all Communications and Advertisements are requested to be forwarded, post paid.—Saturday, Nov. 2, 1823.